SAN FRANCISCO PUBLIC LIBRARY
3 1223 08679 6456

PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California • 94103-2414

MAIN NUMBER	DIRECTOR'S OFFICE	ZONING ADMINISTRATOR	PLANNING INFORMATION	COMMISSION CALENDAR
(415) 558-6378	PHONE: 558-6411	PHONE: 558-6350	PHONE: 558-6377	INFO: 558-6422
	4TH FLOOR FAX: 558-6426	5TH FLOOR FAX: 558-6409	MAJOR ENVIRONMENTAL FAX: 558-5991	INTERNET WEB SITE WWW.SFGOV.ORG/PLANNING

MITIGATED NEGATIVE DECLARATION

Date of Publication of Preliminary Mitigated Negative Declaration: April 16, 2005

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, 5th Floor, San Francisco, CA 94103
Agency Contact Person: Irene Nishimura Telephone: (415) 558-5967

Project Title: **2003.0465E: 5600 Third Street Residential and Commercial Mixed-Use Project**
Project Sponsor: BRIDGE Housing Corporation
Project Contact Person: Kevin Griffith Telephone: (415) 989-1111

ock 5421, Lots 3, 5, 6, 7, 8, 9, 11

l project would include demolition of approximately 110,700 square feet (sf) of se buildings and construction of a residential mixed-use retail/commercial/social tely 277,340 sf at 5600 Third Street (Assessor's Block 5421, Lots 3, 5, 6, 7, 8, 9, ue and Armstrong Avenue, within an M-1 (Light Industrial) District, Third nd a 65-J Height and Bulk District, in the Bayview neighborhood. The eight- units: 131 senior affordable housing units, 129 affordable for-sale townhouse g spaces in three ground level garages, and 8,840 gross square feet (gsf) of al service space along Third Street and Bancroft Avenue. The proposed m three to five stories (up to 52 feet tall). The project's residents would use ay driveways on Armstrong Avenue and Bancroft Avenue and duplex ining garages. Off-street, on-site parking for retail/commercial/social service e provided. The project would require Conditional Use Authorization from the l Unit Development and for residential uses in an M-1 District, which is a public Development would include modifications for residential density, rear yard no residential off-street loading.

er, if Applicable: None, yet.

IAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding delines of the State Secretary for Resources, Sections 15064 (Determining ory Findings of Significance) and 15070 (Decision to Prepare a Negative ons as documented in the Environmental Evaluation (Initial Study) for the on measures, if any, are included in this project to avoid potentially significant pp. 52-55.

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

Final Mitigated Negative Declaration adopted and issued on: June 16, 2005

Paul Maltzer
Environmental Review Officer

cc: Supervisor Sophie Maxwell; Distribution List; Bulletin Board; L. Fernandez/Master Decision File; BRIDGE Housing Corporation; San Francisco Redevelopment Agency; SF Planning Commission; Craig Nikitas, Planning Department; Jonathan Lau, Citywide Policy and Planning; Planning Department

5/S

San Francisco Public Library

Government Information Center
San Francisco Public Library
100 Larkin Street, 5th Floor
San Francisco, CA 94102

REFERENCE BOOK
Not to be taken from the library

D
REF
711.4097
F4666m

PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California • 94103-2414

MAIN NUMBER	DIRECTOR'S OFFICE	ZONING ADMINISTRATOR	PLANNING INFORMATION	COMMISSION CALENDAR
(415) 558-6378	PHONE: 558-6411	PHONE: 558-6350	PHONE: 558-6377	INFO: 558-6422
	4TH FLOOR	5TH FLOOR	MAJOR ENVIRONMENTAL	INTERNET WEB SITE
	FAX: 558-6426	FAX: 558-6409	FAX: 558-5991	WWW.SFGOV.ORG/PLANNING

MITIGATED NEGATIVE DECLARATION

Date of Publication of Preliminary Mitigated Negative Declaration: April 16, 2005

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, 5th Floor, San Francisco, CA 94103
Agency Contact Person: Irene Nishimura Telephone: (415) 558-5967

Project Title: **2003.0465E: 5600 Third Street Residential and Commercial Mixed-Use Project**
Project Sponsor: BRIDGE Housing Corporation
Project Contact Person: Kevin Griffith Telephone: (415) 989-1111

Assessor's Block(s) and Lot(s): **Block 5421, Lots 3, 5, 6, 7, 8, 9, 11**
City and County: San Francisco

Project Description: The proposed project would include demolition of approximately 110,700 square feet (sf) of vacant manufacturing and warehouse buildings and construction of a residential mixed-use retail/commercial/social services development of approximately 277,340 sf at 5600 Third Street (Assessor's Block 5421, Lots 3, 5, 6, 7, 8, 9, and 11), bounded by Bancroft Avenue and Armstrong Avenue, within an M-1 (Light Industrial) District, Third Street Special Use District (SUD), and a 65-J Height and Bulk District, in the Bayview neighborhood. The eight-building project would include 260 units: 131 senior affordable housing units, 129 affordable for-sale townhouse units and flats, 165 off-street parking spaces in three ground level garages, and 8,840 gross square feet (gsf) of ground floor retail/commercial/social service space along Third Street and Bancroft Avenue. The proposed buildings would range in height from three to five stories (up to 52 feet tall). The project's residents would use secured garages accessed via two-way driveways on Armstrong Avenue and Bancroft Avenue and duplex townhouse residents would use adjoining garages. Off-street, on-site parking for retail/commercial/social service employees and visitors would not be provided. The project would require Conditional Use Authorization from the Planning Commission for a Planned Unit Development and for residential uses in an M-1 District, which is a public hearing process. The Planned Unit Development would include modifications for residential density, rear yard configuration, no retail parking and no residential off-street loading.

Building Permit Application Number, if Applicable: None, yet.

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Environmental Evaluation (Initial Study) for the project, which is attached. Mitigation measures, if any, are included in this project to avoid potentially significant effects: see attached Initial Study, pp. 52-55.

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

Final Mitigated Negative Declaration adopted and issued on: June 16, 2005

Paul Maltzer
Environmental Review Officer

cc: Supervisor Sophie Maxwell; Distribution List; Bulletin Board; L. Fernandez/Master Decision File; BRIDGE Housing Corporation; San Francisco Redevelopment Agency; SF Planning Commission; Craig Nikitas, Planning Department; Jonathan Lau, Citywide Policy and Planning; Planning Department

3 1223 08679 6456

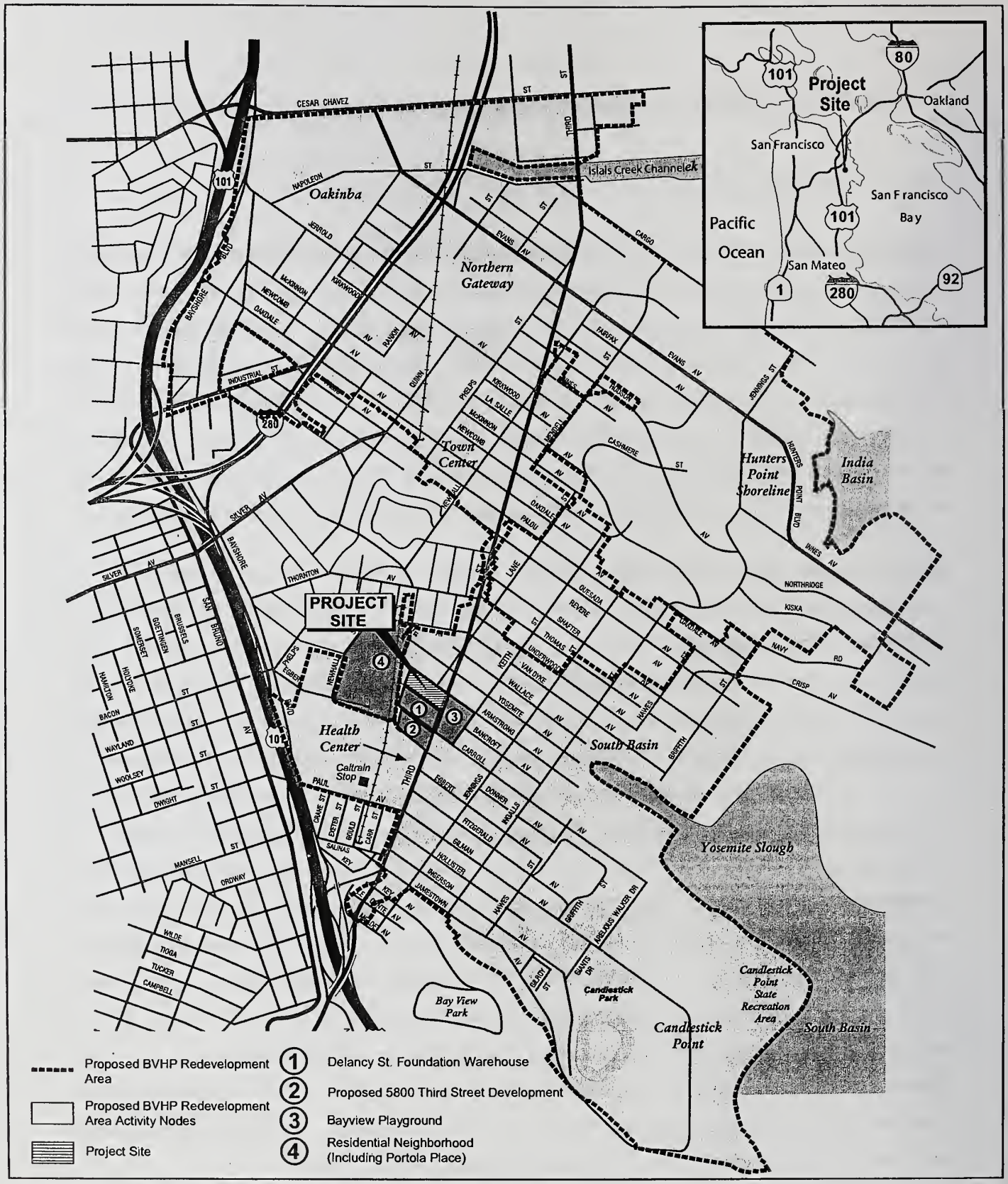
INITIAL STUDY

2003.0465E: 5600 Third Street Residential and Commercial Mixed-Use Project

I. PROJECT DESCRIPTION

The approximately 136,750-square-foot (about 3.14 acres) project site is located at 5600 Third Street, on the west side of Third Street, with Armstrong Avenue on its north side, the Mendell Street right-of-way on its west side, and Bancroft Avenue on its south side (see Figure 1). The project site consists of Lots 3, 5, 6, 7, 8, 9, and 11 in Assessor's Block 5421. The project site is within an M-1 (Light Industrial) District, Third Street Special Use District (SUD), and a 65-J Height and Bulk District. In addition, the project site is within the proposed Health Center Activity Node of the proposed Bayview Hunters Point Redevelopment Projects and Rezoning (BVHP) project area, which is under review for adoption by the San Francisco Redevelopment Commission and the Board of Supervisors.

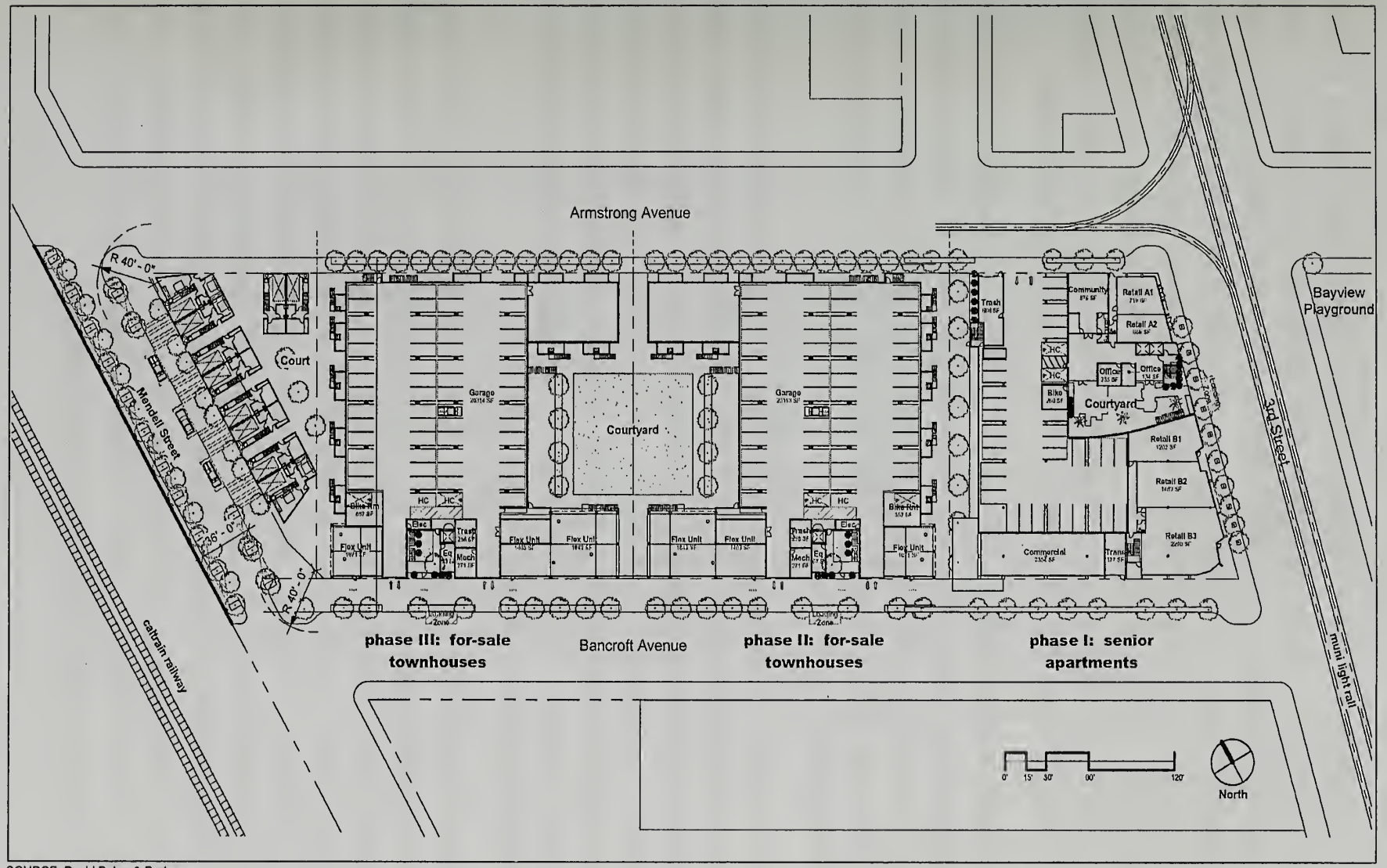
BRIDGE Housing Corporation (Project Sponsor) proposes to demolish vacant manufacturing and warehousing structures, and construct a mixed-use, eight-building development, which would include ground floor retail/commercial/social service space; 129 affordable (as defined in *Planning Code* Section 313.1), two- to four-bedroom dwelling units, 131 senior affordable (as defined in *Planning Code* Section 313.1) dwelling units, and 165 off-street parking spaces, of which six would be designed and designated for the disabled. The vacant structures were formerly occupied by warehouse/office uses, a former central machine plant, storage yard, welding shop, and a galvanizing processing use. The proposed project would provide three, five-story, up to 52-foot tall buildings, and five, three-story duplex buildings, for a total of eight buildings. The total floor area of the residential uses would total approximately 268,500 gsf. The project would provide about 8,840 gsf of ground floor retail/commercial/social service uses fronting on Third Street and Bancroft Avenue; approximately 8,000 gsf of private open space, and about 52,100 gsf of common usable open space. Figure 2 shows the site plan and ground level floor plan. Three ground level parking garages would provide 155 off-street parking spaces, which would be accessible from Armstrong Avenue or Bancroft Avenue. Ten off-street parking spaces would be provided in the five duplex buildings. Off-street parking would not be provided for retail/commercial/social services employees and visitors. The housing units would be built above ground level parking and the retail/commercial/social service uses.



SOURCES: Clement Designs; San Francisco Redevelopment Agency; Korve Engineering, 2004.

5600 Third Street Residential and Commercial Mixed-Use Project

FIGURE 1: PROJECT LOCATION



SOURCE: Devid Beker & Partners

5600 Third Street Residential and Commercial Mixed-Use Project

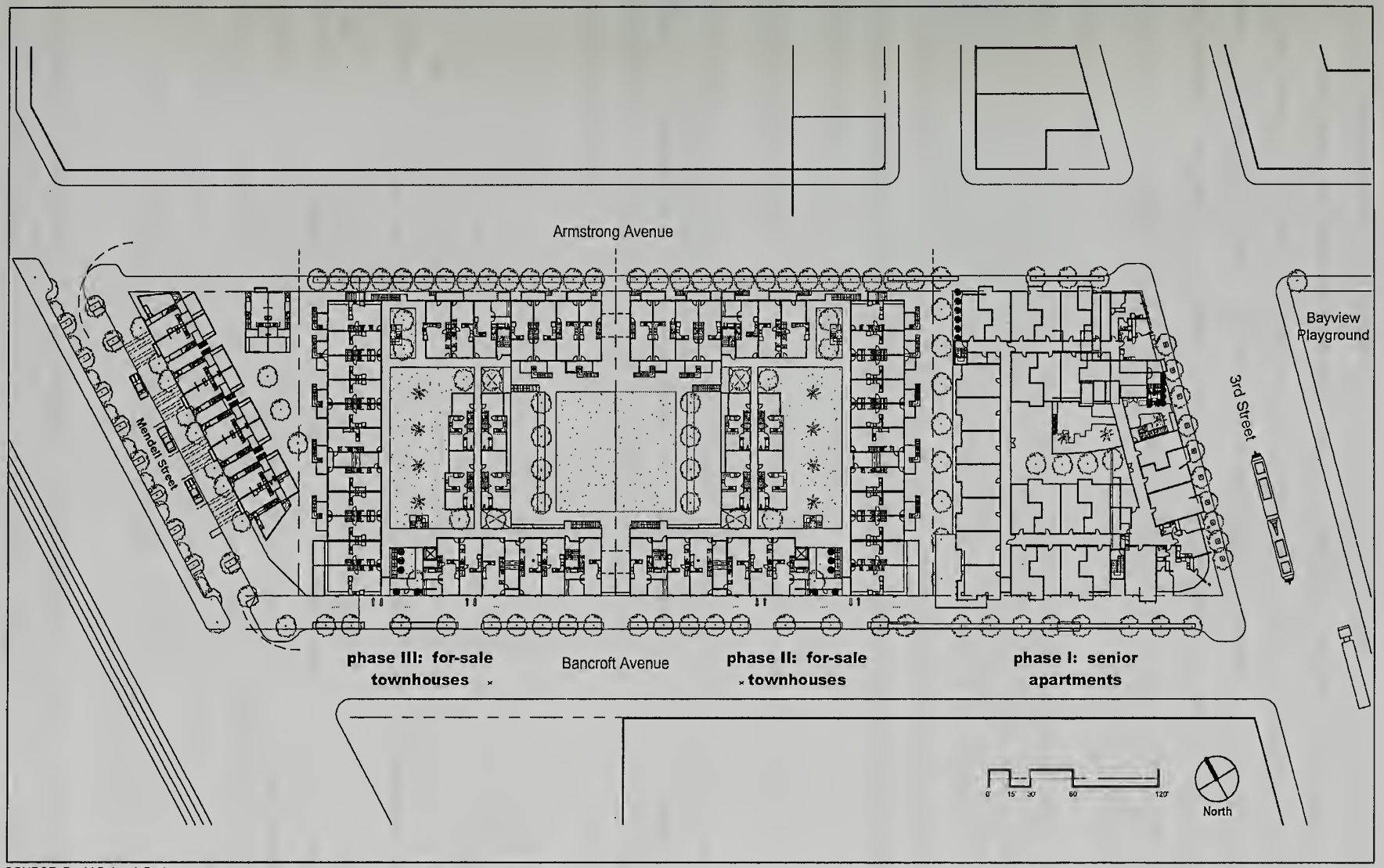
FIGURE 2: SITE PLAN

Phase I of the project would provide 131 senior affordable housing units, 8,840 sf of retail/ commercial/social service space fronting Third Street, and 36 parking spaces in a ground level garage accessible from Armstrong Avenue. Contemplated social service uses on the Third Street and Bancroft Avenue frontages could include senior services, a library, and neighborhood-serving commercial uses. The ground floor would also include building management offices, a lounge/mail room for residents, and a community room. The Phase I building, with a concrete parking podium supporting wood frame construction, would rise five stories to approximately 50 feet in height, plus a parapet. This phase would be constructed on the portion of the site furthest to the east, on the Third Street frontage.

The senior affordable housing building would have two courtyards—one at ground level and one on top of the parking podium level. The ground level courtyard would be about 2,700 sf with an entrance off Third Street. The podium courtyard would be about 2,600 sf and would overlook the ground level courtyard. The podium courtyard would be accessed from either the east or west corridors on the second level (see Figure 3).

Phase II would consist of 61 affordable, for-sale housing units, and would be located to the west of the senior affordable housing building (see Figure 3). A linear courtyard lined with trees would separate the Phase I senior affordable housing building from the Phase II residential building. The units would include a combination of flats and two-and three-story townhouses with two to four bedrooms each. Parking for 61 vehicles would be provided in a ground level garage accessible from two entrances on Bancroft Avenue. The building, with a concrete parking podium supporting wood frame construction, would rise five stories to approximately 52 feet in height.

Phase III would consist of 68 affordable, for-sale housing units: 58 units in the larger podium building and 10 units in five duplex buildings at the west end of the project site (see Figure 3). The units would include a combination of flats, and two- and three-story townhouses, with parking for 58 vehicles in a ground level garage with two entrances/exits on Bancroft Avenue and 10 parking spaces in ground level garages in the five duplex buildings. The larger building, which also would consist of a concrete parking podium supporting wood frame construction, would rise five stories to approximately 52 feet in height. The ten townhouse units in five duplexes would have individual garages and separate entrances. These units would be accessed from the improved Mendell Street and Armstrong Avenue. Mendell Street, as part of the proposed project in Phase III, would be constructed as a public street under a Department of Public Works (DPW) Major Encroachment Permit.



SOURCE: David Baker & Partners

5600 Third Street Residential and Commercial Mixed-Use Project

FIGURE 3: TYPICAL UPPER LEVEL PLAN

Each of the for-sale townhouse clusters (in Phases II and III) would have two common open space courtyards—a small entry courtyard at ground level and a podium courtyard on the second level. The entry courtyards would have entrances from Bancroft Avenue, and the podium courtyards would be centered within the cluster of townhouses. The entry courtyards and podium courtyards would total approximately 12,000 sf. Phases II and III would also center around an approximately 18,000 square-foot ground level courtyard with access from both Armstrong and Bancroft avenues. All for-sale units would also have private balconies.

Three of the eight residential buildings would occupy about one-third of the site with a central courtyard area between Phase II and Phase III buildings (see Figures 2 and 3). The other five duplex buildings would occupy part of the remaining project site area. Approximately 8,800 sf of common usable open space would front Mendell Street and approximately 8,000 sf would be located between the Phase I senior affordable housing building and the Phase II building. Table 1 summarizes the project land uses.

Table 1
Project Land Uses

Category	Phase I: Senior Apartments	Phase II: For-Sale Townhouses	Phase III: For-Sale Townhouses	Total
Residential (gsf)	96,000	82,000	90,500	268,500
Dwelling Units (#)	131	61	68	260
Studios	40	0	0	40
One-Bedroom	90	0	0	90
Two-Bedroom	1	42	44	87
Three-Bedroom	0	18	22	40
Four-Bedroom	0	1	2	3
Retail/Commercial/Social Services (gsf)	8,840	0	0	8,840
Parking (gsf)	10,000	20,500	20,500	51,000
Total Size (gsf)	114,840	102,500	111,000	328,340
Private Open Space (gsf)	-	-	-	8,000
Common Usable Open Space (gsf)	9,300	21,400	21,400	52,100
Garage Spaces	36	61	68	165
Height (feet)	50	52	52	
Floors	5	5	5 and 3	

Source: david baker + partners, 2004.

As shown in Figure 2, access to the three garages would be via Armstrong Avenue and Bancroft Avenue. All five of the garage driveways would be two-way. Bicycle parking for the residential uses

would be provided in each ground level garage (see Figure 2). The proposed project would provide 10-foot wide public sidewalks on Bancroft Avenue, Armstrong Avenue, and Third Street along the project frontage. As part of the proposed project, under a Major Encroachment Permit from the Department of Public Works, Mendell Street would be constructed as a public street between Armstrong Avenue and Bancroft Avenue, adjacent to the Caltrain right-of-way west of the project site.

Figure 4 shows the project building elevations on Third Street, Armstrong Avenue, Bancroft Avenue, and Mendell Street.

The project would provide landscaping, primarily trees, along the north-south drives and the east-west pedestrian pathways. In addition, the Project Sponsor would provide a double row of street trees along Mendell Street (see Figure 2).

Each of the three phases would take approximately 14 months to construct. Project construction is anticipated to begin in 2005, and the last phase would be completed in 2008.

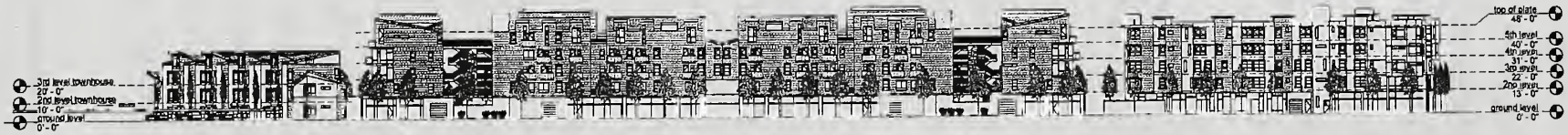
PROJECT SETTING

The project site is within an M-1 (Light Industrial) District, which permits light industrial, retail, office, and other commercial uses. Residential uses proposed in an M-1 District require a Conditional Use Authorization by the Planning Commission. The project site is also located in the Third Street Special Use District (SUD).[1]

In addition, the project site is located within a 65-J Height and Bulk District. On the east side of Third Street, directly across from the project site, is a 40-X Height and Bulk District. Typical heights of existing surrounding buildings vary from one-story to five- stories. The vicinity of the project site is a mix of industrial and warehouse, residential and recreational uses. Most of the area surrounding the project site is zoned M-1, with the exception of Bayview Playground, which is within a Public Use (P) District. The area between Williams Avenue and Paul Avenue along Third Street contains large parcels and warehouses and other industrial buildings. The area around Third Street between Williams Avenue and Armstrong Avenue varies from this pattern because it contains one- and two-story structures with upper-level residential uses and street-level retail or light industrial uses. The five-story, 54-unit Geraldine Johnson Manor senior housing building is at the northeast corner of

[1] Section 249.15 of the *Planning Code* established the Third Street Special Use District. This section controls the use of fast-food restaurants or small self-service restaurants along Third Street. The project would require a Conditional Use Authorization if it proposed these types of restaurants to be developed; however, no such uses are planned for, or proposed for development under the project.

4 Armstrong Elevation - North



3 Bancroft Elevation - South

2 Mendell Street Elevation - West

1 Third Street Elevation - East

SOURCE: David Baker & Partners

5600 Third Street Residential and Commercial Mixed-Use Project

FIGURE 4: BUILDING ELEVATIONS

Third Street and Armstrong Avenue, across from the project site. A mixed-use project is under review at 5800 Third Street, one block south of the proposed project site. The 5800 Third Street Residential and Commercial Mixed-Use Project would provide 355 multi-family market-rate housing units and 13,000 sf of retail space. South, and directly adjacent to the site at 5700 Third Street, is a one- and three-story warehouse owned by the Delancey Street Foundation. To the east of the site are the four-acre Bayview Playground and Martin Luther King, Jr. Pool building. The Southeast Health Center is east of the Bayview Playground. Currently, the Third Street corridor is under construction with the extension of the Third Street MUNI Metro/LR transit line. The Caltrain railroad tracks are west of the site; the Caltrain station serving the project vicinity is below grade at Paul Avenue (see Figure 1). The San Francisco County Transportation Authority is currently proposing to relocate this station to Oakdale Avenue. West, across the Caltrain tracks, is a residential neighborhood, as well as other industrial uses. That residential neighborhood includes the Portola Place residential development, a 239-unit development that was constructed in the mid-1990s. This area is inaccessible directly from the project site, as Armstrong Avenue and Bancroft Avenue do not cross over the Caltrain tracks.

PROJECT APPROVALS

The proposed project would require demolition and building permits from the Department of Building Inspection (DBI), and Conditional Use Authorization as a Planned Unit Development (PUD) by the Planning Commission. The approvals that would be required are listed below. The relevant Planning Code Section, which refers to these approval requirements, is cited at the end of each approval item below.

- Conditional Use Authorization for proposed residential uses in an M-1 District (*Planning Code* Section 215)
- Authorization of a PUD under *Planning Code* Section 304 for a site one-half acre or larger. The PUD conditions would include the following:
  - Authorization for increase in residential density (*Planning Code* Section 304)
  - Authorization for a modification to rear yard requirement (*Planning Code* Section 134)
  - Authorization to allow no off-street parking space required for 8,840 gsf of retail use (*Planning Code* Sections 151)
  - Authorization to allow no off-street residential loading space (*Planning Code* Section 152)
- Department of Public Works (DPW) approval for Mendell Street construction and improvements
- Findings by the Planning Commission and Recreation and Park Commission that new shadows on Bayview Playground would not have a significant adverse impact on use of the park (*Planning Code* Section 295)

II. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION COMPATIBILITY WITH EXISTING ZONING AND PLANS

		Not Applicable	Discussed
1.	Discuss any variances, special authorizations, or changes proposed to the City *Planning Code* or Zoning Map, if applicable.	_	X
2.	Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	_	X

The *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*.

As stated above in the Project Description, the project site is within an M-1 (Light Industrial) District, Third Street SUD, and 65-J Height and Bulk District. Residential uses are conditional uses, and retail uses are permitted uses in the M-1 District. Off-street parking accessory to such principal uses is allowed up to certain limits and is determined by reference to *Planning Code* requirements or, in the case of certain approvals, according to determinations by the Planning Commission regarding the amount of parking adequate or required to serve such uses. The proposed project would include three ground-level parking garages, and parking in five duplexes, totaling 165 residential off-street parking spaces. As described above, the proposed project would require a Conditional Use Authorization for the development of residential uses in an M-1 District. A Planned Unit Development review by the Planning Commission would be required for the following: development site size 0.5 acre or larger (*Planning Code* Section 304), modifications to residential density (*Planning Code* Section 304), exception for rear yard setbacks (*Planning Code* Section 134); exception from required retail off-street parking spaces (one space for each 500 sf of occupied floor area up to 20,000 where the occupied floor area exceeds 5,000 sf, plus one for each 250 sf of occupied floor area in excess of 20,000), and exception from required residential off-street loading (two spaces for 200,001—500,000 gsf of offices, hotels, apartments, live/work units)(*Planning Code* Section 151 and 152).

The 65-J Height and Bulk District permits construction to a height of 65 feet with certain setbacks above 40 feet. All eight buildings, which would be up to 52 feet in height, would be within this height limit. The J Bulk District limits building bulk above 40 feet to a diagonal dimension of up to 300 feet and a side length up to 250 feet. The diagonal measurement of the largest and tallest structure would

be about 235 feet, and the length would be about 200 feet, which would meet the J Bulk District limits. Since the proposed project would not exceed the maximum permitted height of 65 feet and would not exceed the maximum bulk limits, it would comply with the height and bulk limits of the *Planning Code*.

The total floor area of the project would be about 277,340 gsf, and the floor area ratio (FAR) would be about 2.0:1. In an M-1 District, a 5.0:1 FAR is allowed under Section 124 (a) of the *Planning Code*. Because the proposed project would not exceed the allowed FAR for the M-1 District, it would comply with this provision of the *Planning Code*.

Environmental plans and policies, such as those applicable to the Bay Area Air Quality Management District (BAAQMD), directly address environmental issues and/or contain environmental targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plans or policies.

The San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The compatibility of the project with General Plan policies that do not relate to physical environmental issues will be considered by decisionmakers as part of their decision whether to approve or disapprove the proposed project and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project.

The proposed Bayview Hunters Point Redevelopment Projects and Rezoning (BVHP project) identifies potential development of 1,200 dwelling units within the proposed Health Center Activity Node, where the proposed project would be located. The BVHP project also proposes rezoning of property to encourage mixed-use residential/commercial, and production, distribution and repair (PDR) uses on properties fronting Third Street. The rezoning of these properties is intended to allow for infill development while shifting the area land use character from mostly industrial uses to mixed residential-commercial and transit-oriented land uses. Additionally, the existing industrial areas in the northern and southern portions of the BVHP project area would be rezoned to preclude incursions of incompatible residential and commercial uses.[2] The proposed project would be new construction of 260 dwelling units and 8,840 gsf of retail/commercial/social service space which would be consistent

[2] San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Rezoning Draft EIR*, Planning Department Case No. 1996.546E, October 19, 2004, p. III.B-15. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

with redevelopment plans proposed under the BVHP project. The Health Center Activity Node is projected to add 1,200 new residential units, including 250 owner-occupied units. The proposed project would develop about half of the owner-occupied units projected in this activity node and all of the proposed project's units would be affordable. The development of these units would help address the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing. The relationship of the project to the BVHP project is further discussed under Section 1. Land Use, below.

As part of transportation plans in southeastern San Francisco, the City is considering extension of Carroll Avenue from Third Street to Bayshore Boulevard to provide a major east-west link for truck traffic. The existing east-west links that connect Third Street and Bayshore Boulevard are Cesar Chavez Street, Oakdale Avenue, and Paul Avenue. As currently proposed, the Carroll Avenue extension would include a grade-separated crossing over the Caltrain right-of-way and would provide two lanes with sidewalks and bicycle routes or paths in order to provide a missing east-west link in the BVHP area pedestrian and bicycle network. The extension would allow area traffic, especially freight vehicles, to access Bayshore Boulevard and US 101, decreasing traffic volumes on Third Street, Cesar Chavez Street, Oakdale Avenue, and Paul Avenue.[3] The proposed Carroll Avenue extension, which would be one block south of the project site, is currently under review. A specific plan has not been approved.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight priority policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space.

Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project is consistent with the eight priority policies.

---

[3] Korve Engineering, *Final 5600 Third Street Transportation Study, Planning Department Case No. 2003.0465,* September 23, 2004. p. 26. A copy of this report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

The case report for the Conditional Use Authorization and/or subsequent motion for the Planning Commission will contain the analysis determining whether the proposed project is in compliance with the eight priority policies.

ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. Several of those checklist items have also been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No," without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience, and expertise on similar projects and/or standard reference material available within the San Francisco Planning Department, such as the *Department's Transportation Impact Analysis Guidelines For Environmental Review*, or the California Natural Diversity Data Base and maps published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1. Land Use - Could the project:	Yes	No	Discussed
a. Disrupt or divide the physical arrangement of an established community?	__	X	X
b. Have any substantial impact upon the existing character of the vicinity?	__	X	X

Land uses in the immediate vicinity of the proposed project include light industry and warehousing with a mix of residential, recreational and social services. The area to the north around Third Street, between Williams Avenue and Armstrong Avenue, contains one- and two-story structures with upper-level residential uses and street-level retail or light industrial uses. Existing senior housing is located at the northeast corner of Third Street and Armstrong Avenue, north of the Bayview Playground. Bayview Playground and Martin Luther King Jr. Pool are immediately east of the project site. East of and along Third Street, land uses are a mix of residential, commercial, and other light industrial uses. Immediately to the south, at 5700 Third Street, is a large warehouse structure owned by the Delancey Street Foundation for its house-moving operations. A proposed mixed-use residential/retail project at 5800 Third Street, one block south of the proposed project, is under review. The 5800 Third Street Residential and Commercial Mixed-use Project would consist of 355 multi-family, market-rate housing units and 13,000 sf of retail space. Further south are light industrial uses and the Caltrain stop on Paul Avenue. The Caltrain railroad tracks are immediately west of the project

site, and the area further west of the site across the tracks includes residential neighborhoods, specifically the 239-unit Portola Place residential development, which was constructed in 1999. The proposed project would introduce residential and retail/ commercial/social service mixed uses at the site, in an area of existing mixed uses and light industrial uses. The change in land use in this area of Third Street would not disrupt or divide the physical arrangement of the project area.

As described above under Project Description, the proposed project is located in the Bayview Hunters Point neighborhood of San Francisco, which is proposed for redevelopment and rezoning under both the Bayview Hunters Point Redevelopment Projects and Rezoning and the Eastern Neighborhoods Rezoning efforts. These plans, combined, encourage and propose the following: development of housing along transit corridors (such as Third Street); fostering economic revitalization; increasing housing supply, particularly affordable housing; maintaining a large share of the industrial land supply; and improving the quality of future development by eliminating M-1 and M-2 districts throughout the community. These efforts have focused on balancing the need to expand housing opportunities, while protecting existing and future opportunities for production, distribution, and repair (PDR) activities in industrial lands. In the context of the larger neighborhood, the Bayview Hunters Point Redevelopment Projects and Rezoning Draft EIR[4] reviewed the potential effects of land use changes, primarily conversion of existing industrially-zoned land to PDR, neighborhood commercial and residential zoning along the Third Street corridor, which includes the project site. The project site is located in the proposed Health Center Activity Node of the Bayview Hunters Point Redevelopment Projects and Rezoning area, which would experience these land use changes as a result of the proposed redevelopment and rezoning plans. The Draft EIR also evaluated the effects of potential future loss of 2 million sf of space available for PDR activities. Ultimately, however, the Bayview Hunters Point Redevelopment Project would retain more land for PDR activities than any other neighborhood in San Francisco. Specifically, the Draft EIR concluded that there would be an incremental reduction of industrial uses and activities for those properties along Third Street as new development occurs. In general, the future character of the industrial segments of Third Street would change from "large lot, low density industrial and institutional uses to more intense transit-oriented, mixed-use residential/commercial/PDR development."[5] Consistent with these future redevelopment and rezoning

---

[4] San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Rezoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

[5] San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Rezoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004. p. III.B-17, 18. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

plans, the proposed project would replace the existing light industrial uses at the site with a mix of residential and commercial uses.

If implemented, the Bayview Hunters Point Redevelopment Projects and Rezoning would convert a total of about 682 acres[6] of land formerly zoned M-1 and M-2 districts in the Bayview Hunters Point area, including the project site, to PDR, neighborhood commercial, residential, and mixed-use zoning designations. Under Option C of the Eastern Neighborhoods Rezoning efforts, (which is the assumed zoning option under the Bayview Hunters Point Redevelopment Projects and rezoning) 17 acres of this land would be re-zoned Residential/PDR. Additionally, 462 acres of the overall conversion would be rezoned for core PDR uses. The acreage rezoned for core PDR uses would not permit residential, major commercial (over 5,000 sf), or medical and educational facilities. Consequently, the rezoned core PDR areas would be almost exclusively available for PDR activities ensuring that such land is protected from encroachment and competition from other types of uses. The Draft EIR further notes on p. III.B-22 – III.B-23 that:

> "The industrial base in the northern and southern portions of the (Bayview Hunters Point) Project Area would be largely retained, and the (Bayview Hunters Point) Project would preserve and protect approximately 484 acres of existing industrial areas for existing and future industrial uses, thereby helping to continue BVHP's role as the City's primary industrial base (Table III.B-3)."

The Draft EIR concludes, on p. III.B-23, that:

> "Although major changes in land use patterns would result from the (Bayview Hunters Point) Project, these changes would not result in a significant adverse impact on land use character in BVHP, based on the analysis above. None of the proposed zoning changes, and resulting land use changes, would physically divide an established community or adversely change the character of an established community. The Project would not have a significant adverse impact on land use."

The project site is proposed for rezoning to Neighborhood Commercial-Transit and Neighborhood Commercial Moderate Scale (both mixed commercial/residential zoning districts) under Option C of the Eastern Neighborhoods Rezoning effort. The proposed project would not included PDR uses. Development of the approximately three-acre project site would constitute less than one percent of the total amount of land converted from industrial to non-industrial uses within the Bayview Hunters Point area. Therefore, the project's contribution to the overall change in the industrial character of the

[6] This total accounts for land that would be rezoned, and does not consider land already occupied by existing non-industrial uses. Therefore, all of the 682 acres would not necessarily be available for PDR uses, as existing non-industrial uses allowed in the M districts would still exist.

existing Third Street corridor, and the overall neighborhood, would not, in and of itself, result in a significant land use effect.

2. Visual Quality - Could the project:	Yes	No	Discussed
a. Have a substantial, demonstrable negative aesthetic effect?	__	X	X
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	__	X	X
c. Generate obtrusive light or glare substantially impacting other properties?	__	X	X

The project site contains vacant manufacturing and warehousing structures. Building heights in the project vicinity range from one- to five-story residential, retail/commercial/social services, and light industrial buildings. To the north of the project site are light industrial warehouses with residential uses above. A four-story building at the Caltrain tracks is located to the north on Armstrong Avenue. Directly to the east, across Third Street is the Bayview Playground. This playground consists of a large playing field, playground and the Martin Luther King Jr. swimming pool in the southern portion of the park. Beyond the Bayview Playground is the Southeast Health Center on the corner of Keith Street and Armstrong Avenue. The health center is a one story building, but may be enlarged another two to three stories, which would increase its visibility from the project site. The five-story Geraldine Johnson Manor senior housing building, another Bridge Housing project, is on the northeast corner of Third Street and Armstrong Avenue, and directly north of Bayview Playground. To the south, at 5700 Third Street, is a one-and three-story warehouse owned by the Delancey Street Foundation. Directly to the west of the project site are the Mendell Street right-of-way and the Caltrain tracks. West of the tracks is the 239-unit Portola Place residential development which was completed in 1999. One- to five-story reinforced concrete, masonry, and wood-framed industrial buildings with surface parking lots are to the east, south, and further to the west of the site. The architectural character of the area varies, with 20th century industrial buildings with paved areas and surface parking lots, to Victorian structures and modern mixed-use residential-commercial buildings.

The proposed project would include eight buildings, of which two, five-story residential buildings with ground level parking garages, would be approximately 52 feet in height, and one, five-story residential building with ground floor retail/commercial/social service uses and parking garages, would be approximately 50 feet in height. The new development would be taller than the existing one-story warehouse at the site and the surrounding one- to three story residential, light industrial, and commercial buildings, and would be comparable in height to the four-story building north of the site.

The proposed buildings would also be visible from nearby locations on Third Street and Keith Street and would replace views of the existing structures. The proposed buildings would also be visible from the upper floors of some residential units in the Portola Place residential development located west of the Caltrain tracks. The existing views from this development would be altered with the new view of a five story-residential building rather than the warehouse and its associated structures. However, the views from upper floors of the Portola Place residential development would continue to be of buildings in a developed, urban area. This change in views from private residences would not be considered a significant adverse effect on visual quality.

Public open space in the project vicinity includes the Bayview Playground east of the site and Bayview Park and Candlestick Point State Recreation Area approximately one mile southeast of the project site. The project site is visible from Bayview Playground and would replace existing views of the warehouse and associated structures with views of mixed-use buildings. These views would not change the visual quality of the urban setting of Bayview Playground. In addition, Bayview Park and Candlestick Point State Recreation Area views would not be disrupted by the project because of intervening buildings, topography, and distance. There are no scenic views or vistas from the project site. The proposed project would be partially visible from longer-range viewpoints such as Bayview Park, McLaren Park, and Bernal Heights Park, as part of overall views of the Bayview-Hunters Point neighborhood. The proposed project would not degrade scenic views of the San Francisco Bay waterfront or other public areas, and would not have a substantial, demonstrative negative aesthetic effect.

Additional light would be introduced by the proposed project but would not significantly affect surrounding properties. New lighting would include light within the dwelling units and retail/commercial/social service spaces, light fixtures at the building entrances on Armstrong, Bancroft, and Third Street, and pedestrian walkways, for safety and security, typical of residential and commercial development. The project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Mirrored glass would not be used, and no other aspect of the buildings would result in light or glare that would significantly impact other properties. As a result, the proposed project would not generate obtrusive light or glare that could substantially impact other properties. For the above reasons, the proposed project would not have a significant impact on visual quality.

3. Population - Could the project:	Yes	No	Discussed
a. Induce substantial growth or concentration of population?	_	X	X
b. Displace a large number of people (involving either housing or employment)?	_	X	X
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	_	X	X

The proposed mixed-use project would construct 129 townhouse units and flats, and 131 senior affordable housing units that could result in an onsite population of about 762 persons.[7] In a city-wide context, this would not be considered a significant impact. The project would not displace any jobs, as the existing on-site facilities are vacant. With the proposed retail/commercial/social service uses, there would be a net increase in employment associated with the project of about 25 jobs, representing a source of additional employment in the City. Currently, vacant manufacturing and warehouse buildings occupy the project site; hence, no residents would be displaced as a result of the proposed project.

In March 2001, the Association of Bay Area Governments (ABAG) projected regional needs in the Regional Housing Needs Determination (RHND) 1999–2006 allocation. The projected need of the City for 2006 is 20,327 new dwelling units, or an average yearly need of 2,716 net new dwelling units. The proposed project would add 260 new residential units to the City's housing stock towards meeting this need. Further, the proposed BVHP project would be expected to result in 3,700 new residential units constructed in the Redevelopment Plan area, which includes the project site.[8] The proposed project, with up to 260 affordable or below-market units on the site, would represent about 7 percent of the planned residential growth in the area. Within the proposed BVHP project area, the project site is within the proposed Health Center Activity Node, which is centered on Third Street between Williams Avenue, Van Dyke Avenue and Carroll Avenue. This proposed activity node is projected to add 1,200 new residential units, including 250 owner-occupied units. The proposed project would develop about half of the owner-occupied units projected in this activity node. Residential units proposed under the

---

[7] Estimated population increase from townhouses are based on Census 2000 data of a composite figure of 3.88 persons per occupied dwelling unit in Census Tract 233, which includes the project site, and Census Tract 237, which is across the street from the project site. Estimated population increase from senior affordable housing units based on a calculation of 2 persons per occupied dwelling unit. Employees associated with the site would equal about 25 workers, assuming an average of one employee per 350 sf. A copy of this data is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

[8] San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Rezoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

project would help address the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing.

The 2000 U.S. Census indicates that the population in the project vicinity from east of Third Street to Bayshore Boulevard and west of Third Street to Aurelius Walker Drive, was approximately 6,080.[9] The project would increase the overall population of the City of San Francisco by up to 0.1 percent,[10] and the project area resident population up to an estimated 13 percent. While the proposed project would increase population and employment at the site compared to existing conditions, the project effects would not be significant relative to the amount of residents and employees within the project vicinity, nor would it be significant with regard to expected increases in the population and employment of San Francisco. No significant physical environmental effects on housing demand or population would occur from the project.

4. Transportation/Circulation – Could the project:	Yes	No	Discussed
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?		X	X
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?		X	X
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	_	X	X
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	_	X	X

Traffic Impacts. Under the direction of the Planning Department, a transportation study was prepared to evaluate the transportation impacts of the proposed project.[11]

The findings of the study are summarized below (for more details, see 5600 Third Street Final Transportation Study, Planning Department Case No. 2003.0465E). The study analyzed four scenarios: Existing, Existing Plus Project, Existing Plus Project Plus 5800 Third Street Project,

---

[9] The project site is located near the borderline of one Census Tract, but across the street from another. The two tracts (233 and 234) together had a 2000 population of approximately 6,080 persons in 2000. Because of the proximity of the two tracts to each other and to the project site, data from both tracts were included in the analysis to accurately reflect the demographics of the project site.

[10] The calculation is based on the estimated Census 2000 population of 776,733 persons in the City and County of San Francisco.

[11] Korve Engineering, *Final 5600 Third Street Transportation Study, Planning Department Case No. 2003.0465E* January 4, 2005. A copy of this report is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

and Year 2025 Cumulative. Trip generation rates were developed using the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review, October 2002,* and from information provided by the Planning Department and the Project Sponsor. The guidelines are published by the City and County of San Francisco, and provide person trip generation rates, mode split, and vehicle occupancy information for each land use. The study estimates total person-trip and vehicle-trip generation (employees, residents, and visitors to and from the project site) to be 188 net new weekday PM peak-hour vehicle trips, of which 112 would be inbound and 76 would be outbound from the site.[12]

Traffic operating characteristics of intersections are described by the concept of level of service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection LOS ranges from A, which indicates free flow or excellent conditions with short delays at an intersection, to F, which indicates congested or overloaded conditions with extremely long delays. LOS A, B, C, and D are considered excellent to satisfactory service levels, while LOS E and LOS F are unacceptable. A project resulting in LOS E or F is considered to have a significant, adverse traffic impact.

The transportation study evaluated the effects of the weekday PM peak-hour vehicle trips at eight intersections in the project vicinity: Third Street/Williams Avenue/Van Dyke Avenue; Third Street/ Yosemite Avenue; Third Street/Armstrong Avenue (minor street); Third Street/Bancroft Avenue (minor street); Third Street/Carroll Avenue; Third Street/Paul Avenue/Gilman Avenue; Third Street/ Jamestown Avenue/US 101 SB On-Ramp; and Jennings Street/Carroll Avenue. All of these intersections currently operate at LOS C or better (acceptable conditions).

Under the Existing-Plus-Project conditions, seven of the eight study intersections would operate at the same LOS as under existing acceptable conditions, with no substantial change to the delays at any of the intersections (see Table 2). The worst minor street movement LOS[13] at the intersection of Third Street/Armstrong Avenue would deteriorate from LOS C to LOS D with a delay of 27.4 seconds, although the intersection itself would operate at LOS A.

---

[12] Korve Engineering, September 23, 2004, *Ibid.*

[13] Worst minor street movement LOS is the single worst case scenario for a vehicle waiting on a side street to enter or cross the traffic flow on a major street. It is not the average LOS for an intersection. This measurement is only relevant for intersections that are controlled by stop signs on the minor street only, since vehicles at intersections controlled by all-way stops would not be forced to wait for a break in the traffic flow to complete their movement.

In the Existing-plus-Project-plus-5800-Third-Street Project scenario, (which was evaluated to assess effect of both proposed mixed-use properties in the vicinity) all study intersections that have traffic signals would operate at LOS B or better (see Table 2). The minor street movements at the Third Street/Armstrong Avenue and Third Street/Bancroft Avenue intersections, which do not have traffic signals but stop signs for the two minor streets' traffic, would operate at LOS E and Third Street traffic movements would be LOS A. Although the LOS for these minor streets' traffic movements would be at an E level, the Third Street/Armstrong Avenue and Third Street/Bancroft Avenue intersections conditions in this scenario would not meet the requirements for installation of traffic signals due to low traffic volumes on the minor street approaches going through the intersections. Additionally, with construction of the Third Street MUNI Metro/LR transit line, left turns from Third Street at Bancroft Avenue and Armstrong Avenue in both directions would be prohibited, as Third Street would be narrowed from three through lanes in each direction to two through lanes in each direction with the MUNI light rail running in the median. In San Francisco, this condition for the minor street movement would not be considered a significant adverse impact at these intersections.

Traffic – Cumulative (Year 2025). Based on the San Francisco County Transportation Authority's (SFCTA) Transportation Demand Models "Scenario C" forecasts done in March 2004, increases in traffic levels at each study intersection were estimated for the Cumulative Future (2025) condition. Under future conditions in the vicinity of the project site, including completion of the Third Street MUNI Metro/LR transit line, the Third Street/Armstrong Avenue and Third Street/ Bancroft Avenue intersections would be signalized, and, crosswalks across Third Street at Bancroft Avenue would be provided. Left turn movements from Third Street to Armstrong and Bancroft Avenues, and vice versa, would be prohibited with the Third Street Light Rail in the median, and Third Street would have two through travel lanes in each direction. As shown in Table 2, all study intersections were found to operate at satisfactory conditions, LOS D or better under the Cumulative Future (2025) condition. The worst minor street movements of D and E at the intersections of Third Street and Armstrong Avenue and Third Street and Bancroft Avenue would be eliminated with the signalization of these intersections as a result of cumulative Year 2025 traffic conditions.

Table 2
Intersection Level of Service Conditions

Intersection	Existing		Existing-plus-Project		Existing-plus-Project-plus-5800-Third-Street		Cumulative	
	LOS	Avg. Delay (Sec./Veh)	LOS	Avg.Delay (Sec./Veh)	LOS	Avg. Delay (Sec./Veh)	LOS	Avg. Delay (Sec./Veh)
Third St/Williams Ave /Van Dyke Ave	B	13.4	B	13.4	B	13.6	D	41.7
Third St/ Yosemite Ave	A	9.1	B	16.3	B	17.3	D	53.5
Third St/ Armstrong Ave	A *C*	3.6 *23.5*	A *D*	3.8 *27.4*	A *E*	4.2 *49.2*	B	13.4
Third St/ Bancroft Ave	A *C*	2.3 *16.7*	A *C*	2.5 *21*	A *E*	2.9 *36.8*	B	13.5
Third St/Carroll Ave	A	8.9	A	9.1	B	11.6	C	22.6
Third St/Paul Ave/ Gilman Ave	B	14.4	B	14.4	B	14.6	C	30.8
Third St/Jamestown Ave/US101 SB On-Ramp/Keith Ave	A	8.7	A	8.7	A	8.8	B	10.7
Jennings St/ Carroll Ave	A	8.1	A	8.1	A	8.1	A	9.1

Source: Korve Engineering, 2004.

Note: *No traffic signal at intersection. Worst minor street movement LOS and delay are reported for the two-way stop controlled intersections.

As previously noted on p. 12, the City is considering extension of Carroll Avenue from Third Street to Bayshore Boulevard to provide a major east-west link for truck traffic. The Carroll Avenue extension, which would be a block to the south, is currently under review. A specific plan has not been approved and thus, no traffic or transportation analysis has been completed to date.

In light of the above, the proposed project would not result in a substantial adverse effect related to traffic.

Transit Impacts. According to the San Francisco significance criteria for CEQA, the proposed project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts on transit could result. With the MUNI and regional transit screenlines analyses, a proposed

project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the PM peak hours.

The proposed project retail/commercial/social services and residential uses would generate an estimated 93 total inbound and outbound transit trips during the PM peak hour.[14] Approximately 84 person trips, or 90 percent, of these project-generated transit trips would use MUNI, based on the trip generation and mode split methodologies used for the transportation analysis. Of the estimated 84 person-trips, about six transit trips on MUNI would transfer to or from BART at the Balboa Park Station. Maximum load factors for all bus routes with added project generated riders would remain under 100 percent; therefore, project-generated transit trips would not substantially increase demand for additional or new MUNI service in the area.

The analysis of the regional transit carriers' impacts focuses on the increase in transit patronage in the outbound direction during the PM peak hour. The proposed project would generate nine Caltrain trips and six BART trips during the PM peak hour. BART and Caltrain provide large passenger carrying capacities relative to these project-generated trips. BART weekday ridership was approximately 292,950 in April 2003. Caltrain ridership was approximately 28,900 riders. The estimated project additions to BART and Caltrain ridership are negligible compared to overall ridership. Therefore, the project would not substantially increase the demand for additional regional transit services.

The project, in combination with the proposed 5800 Third Street Residential and Commercial Mixed-Use Project, would not substantially increase MUNI service demand in the area since maximum load factors would remain under 100 percent for all bus routes in this scenario. Third Street Light Rail ridership was forecast by the SFCTA Transportation Demand Model. In the vicinity of the proposed project, two-car trains are planned by MUNI during the PM peak-hour. The project's contribution to cumulative Year 2025 transit ridership would be less than 0.01 percent at the maximum load point. In the vicinity of the proposed project, the Third Street Light Rail System would have sufficient capacity to accommodate transit trips generated by the subject project and the proposed 5800 Third Street Residential and Commercial Mixed-Use Project.

Parking Impacts. Based on the Planning Department's *2002 Transportation Guidelines*, the proposed project would create demand for 220 residential parking spaces. On an average weekday, the retail/commercial/social service uses would create a long-term parking demand for approximately

[14] Korve Engineering, op.cit.

15 spaces and a short-term parking demand for approximately 39 spaces.[15] The proposed project would provide 165 parking spaces for the project's residents. No parking spaces would be provided for the retail/commercial/social service uses (i.e. 54 spaces short of retail/office parking demand). Hence, the proposed project would be 110 spaces less than the estimated parking demand.

Planning Code Section 151 requires that the proposed retail space provide 18 off-street parking spaces (one off-street parking space for each 500 sf of occupied floor area up to 20,000 sf where the occupied floor area exceeds 5,000 sf) and 155 off-street parking spaces for the residential development at the proposed project site (one parking space for each multi-family unit and one for each five senior affordable housing units). The parking supply would meet *Planning Code* requirements for the residential component of the proposed project; however, the proposed project retail/commercial/social service parking is 18 spaces short of the Code requirement and an exception would need to be granted as part of the Planned Unit Development approval.

Planning Code Article 1.5, Section 155 (i) requires one of every required 25 off-street parking spaces to be designed and designated for handicapped persons. Therefore, the proposed project is required to provide six handicapped spaces. The proposed project would provide handicapped parking in accordance with the *Planning Code*.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, and so on. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as physical impacts on the environment, but the secondary physical impacts that could be triggered by social impacts should be addressed in environmental documents (CEQA Guidelines, Section 15131 (a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit

[15] Korve Engineering, op.cit.

service, taxis, bicycles or travel by foot), and a relatively dense pattern of urban development induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular would be in keeping with the City's Transit First Policy. The City's Transit First Policy, established in the City's Charter Section 16.102, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for parking spaces in the project area by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is not available. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained conditions in a given area. Therefore, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably address potential secondary effects.

Pedestrian Impacts. During the PM peak-hour, the proposed project is anticipated to generate 31 pedestrian trips to and from the site and 93 transit trips to and from the site.[16] In the vicinity of the project, pedestrian crosswalks are provided at Third Street/Armstrong Avenue and the nearby signalized intersections of Third Street/Carroll Avenue.

A public sidewalk is currently provided on the project site's frontage on Third Street, but not on Armstrong Avenue and Bancroft Avenue. The proposed project would include the construction of 10-foot wide sidewalks on Bancroft Avenue and Armstrong Avenue along the project frontage. In addition, the project would have a three-foot setback from the sidewalk on Third Street. With the provision of sidewalks on Armstrong Avenue and Bancroft Avenue, the project would not adversely affect pedestrian safety and circulation in the area.

Bicycle Impacts. There are three existing bicycle routes and lanes in the vicinity of the project site; bicycle routes are currently provided on Third Street (Route 5) Keith Avenue (Route 7), and Carroll Avenue (Route 805). In the vicinity of the project site, most routes are Class III routes where bikes and cars share the same lane. Some routes, such as Route 7 on Keith Avenue, and Route 70 on Palou Avenue, east of Keith Avenue, are wide enough for bicyclists to be able to ride outside the path of

[16] Op. cit., Jan 4, 2005 Final Transportation Study.

motor vehicles. Class II bike lanes are provided on Evans Avenue, east of Third Street; Hunters Point Boulevard; and Oakdale Avenue between I-280 and Phelps Street. Bicycle counts were conducted on Third Street at Carroll Avenue between 4:00 p.m. and 6:00 p.m. on November 20, 2003, by Korve Engineering. During the peak hour, four bicyclists (three in the northbound direction and one in the southbound direction) were observed on Third Street.

Currently, the *City and County of San Francisco Bicycle Master Plan* is being updated. A description of these routes is provided below; however, route descriptions may change after the update is completed.

Route 5 connects the Bayview Hunters Point area with Downtown and the Fisherman's Wharf area via Bayshore Boulevard, Third Street, and the Embarcadero. In the vicinity of the project site, Route 5 is a Class III bike route. On Bayshore Boulevard and Third Street, bicyclists must share the lanes with other vehicles.

Route 7 connects the Bayview Hunters Point area with the east side of Potrero Hill via Keith Avenue, Palou Avenue, Phelps Avenue, Third Street, and Indiana Street. Route 7 is a Class III bike route, and bicyclists must share the roadway with other vehicles. However, some sections of Route 7 on Keith Avenue and Indiana Street are wide enough for bicyclists to ride outside the path of other vehicles.

Route 805, a Class III bike route, connects Third Street to the Candlestick Stadium through Carroll Avenue, Fitch Avenue and Hunters Point Expressway. It also connects Bayshore Boulevard to the Candlestick Stadium through Beatty Street, Alana Street, Harney Way and Jamestown Avenue. The route brings cyclists from the project site to two recreational areas – the Bay View Park and Candlestick Point State Recreation Area.

Planning Code Article 1.5, Section 155.4 (d) does not require bicycle parking spaces, showers, or lockers for commercial uses smaller than 25,000 gsf. Since the proposed project consists of 8,840 sf of commercial space, bicycle parking spaces and clothes lockers are not required.

Planning Code Article 1.5, Section 155 (j) requires one bicycle parking space for every 20 off-street vehicular parking spaces. The proposed project would provide a total of 164 off-street parking spaces and would be required to provide eight bicycle parking spaces. The proposed project would provide three bicycle rooms. Two of the bicycle rooms would be located inside the garages. The other room would be accessed via the central courtyard between the Phase II and Phase III buildings. These bicycle rooms would satisfy the *Planning Code* requirement.

Loading Impacts. The anticipated average peak hour loading demand of the project would be one space. Section 152 of the *Planning Code* requires that the residential portion of the project be provided with two off-street loading spaces (two loading spaces for an apartment building of 200,001 to 500,000 sf), but the commercial portion of the project is not required to have a loading space (no spaces required for commercial of less than 10,000 sf). The proposed project would include one yellow zone curb space for the commercial use on Bancroft Avenue, and three white zone curb spaces to serve residential loading requirements: two on Bancroft Avenue and one on Third Street in front of the residential lobbies. An exception would need to be granted as part of the PUD approval for no off-street loading space.

Three trash/recycle rooms would be located in the project garages. One would be located near the senior affordable housing's garage entry/exit. It would be accessed via Armstrong Avenue. Two garbage/recycle areas would be accessed via Bancroft Avenue, located near the residential parking garage entry/exits.

Construction Impacts. Potential project construction impacts generated by the proposed project would include the impacts associated with the delivery of construction materials and equipment, removal of construction debris, and parking for construction workers. The Third Street MUNI Metro/LR transit line construction would continue until late 2005, and it could potentially conflict with the project's construction schedule.

Although construction impacts would be temporary and intermittent, the following improvement measures (also delineated under Improvement Measures, p. 55 of this document) would lessen their effects: The Project Sponsor and construction contractor would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, and the Planning Department to determine feasible traffic improvement measures to reduce traffic flow, transit operation, and pedestrian circulation disruptions during construction of the project, and any construction traffic conflicts with the Third Street MUNI Metro/LR transit line construction.

During all phases of construction work on the proposed project, there would be a flow of trucks into and out of the site. Project construction trucks are expected to originate from the Peninsula/South Bay and the East Bay. From the South Bay and the Peninsula, trucks would primarily use I-280 via US 101 and access the project site via the US 101 Cesar Chavez Street off-ramp or the Third Street off-ramp. To the South Bay and the Peninsula, trucks would primarily access I-280 via US 101 from the US 101 Cesar Chavez Street or the Third Street on-ramps. From the East Bay, trucks would use I-80, the Bay Bridge, and US 101 and access the project site via the Cesar Chavez Street or Third Street off-ramps.

Although construction-related truck traffic impacts would be temporary, the following improvement measure would lessen their impacts: Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 4:00 p.m. and 6:00 p.m. would coincide with peak hour traffic and could impede traffic flow. To the extent possible, truck movements should be limited to the hours between 9:00 a.m. and 4:00 p.m. (or before 7:00 a.m.) to minimize disruption of the general traffic flow on adjacent streets.

All lane and sidewalk closures associated with project construction, if any, are subject to review and approval by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and the Department of Public Works (DPW). A revocable encroachment permit from DPW would be required if materials storage and/or project staging occurred within Third Street, Armstrong Avenue, or Bancroft Avenue. Any bus stop relocation would be coordinated with MUNI's Chief Inspector. The Project Sponsor and the construction contractor(s) would meet with ISCOTT to determine feasible mitigation measures to reduce the potential traffic congestion, transit, and pedestrian circulation disruption associated with construction activities.

5. Noise - Could the project:	Yes	No	Discussed
a. Increase substantially the ambient noise levels for adjoining areas?	_	X	X
b. Violate Title 24 Noise Insulation Standards, if applicable?	_	X	X
c. Be substantially impacted by existing noise levels?	_	X	X

Traffic Noise. The existing noise environment in the project area is typical of noise levels in San Francisco. The primary sources of noise in the vicinity of the project site are traffic on Third Street, MUNI bus lines along Third Street, and trains on the Caltrain railroad tracks. Noise associated with construction of the Third Street MUNI Metro/LR transit line also occurs within the vicinity of the project site. Traffic noise created by the project would be due to additional automobiles and limited truck deliveries, and the general coming and going of residents, employees, and other visitors. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. As discussed above in Transportation/Circulation, the project would not cause a doubling in traffic volumes, and therefore, the project-generated traffic would not cause a noticeable increase in the ambient noise level in the project vicinity.

Construction Noise. Demolition, excavation, and project construction would temporarily increase noise in the project vicinity. Construction would require about 14 months per building. The project is expected to be completed by 2008. During the majority of construction activity, noise levels would be

above existing levels in the project area. Construction noise would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. No pile driving would occur because the project's foundation would be constructed with a reinforced concrete mat. There would be times when noise could interfere with indoor activities in nearby industrial, residential, and recreational buildings. Demolition, excavation and construction noise impacts would be intermittent, and limited to the period of project construction.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 decibels (dBA) at a distance of 100 feet from the source.[17] Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of the DPW. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of the DPW. Compliance with the Noise Ordinance would reduce potential construction noise impacts on the environment to a less-than-significant level. Therefore, project construction noise would not substantially increase the ambient noise level of the surrounding area.

Building Mechanical Equipment Noise. The project buildings' occupancy and operation would generate noise from ventilators and other mechanical equipment. The project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, Fixed Source Levels, which regulates mechanical equipment noise. Project compliance with the Noise Ordinance Section would ensure that the buildings' mechanical equipment noise would not substantially increase the ambient noise level of the surrounding area.

Residential Interior and Exterior Noise Levels. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. The Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission.

---

[17] A decibel (dB) is the unit of measurement used to express the intensity of loudness of sound. A decibel is one-tenth of a unit called a bel. Sound is composed of various frequencies. The human ear does not hear all sound frequencies. Normal hearing is within the range of 20 to 20,000 vibrations per second. As a result, an adjustment of weighting of sound frequencies is made to approximate the way that the average person hears sounds. This weighting system assigns a weight that is related to how sensitive the human ear is to each sound frequency. Frequencies that are less sensitive to the human ear are weighted less than those for which the ear is more sensitive. The adjusted sounds are called A-weighted levels (dBA).

The Project Sponsor proposes to build a sound wall between the project site and the railroad tracks along the western boundary of the project site. Hence, the proposed project would not be substantially impacted by existing noise levels.

6. Air Quality/Climate - Could the project:	Yes	No	Discussed
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	_	X	X
b. Expose sensitive receptors to substantial pollutant concentrations?	_	X	X
c. Permeate its vicinity with objectionable odors?	_	X	_
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	_	X	X

Emissions from Traffic. The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size projects which the BAAQMD considers capable of producing air quality problems due to vehicular emissions. The BAAQMD considers residential projects greater than 510 apartment units, office projects greater than 280,000 gsf, and retail development greater than 87,000 sf to result in potentially significant vehicular emissions. Since the project would not exceed the residential unit threshold, no significant air quality impacts due to vehicular emissions are anticipated by the proposed project.

Construction Emissions. During project construction, air quality could potentially be affected. Use of heavy-duty construction equipment would emit nitrogen oxide (NO_x), carbon monoxide (CO), sulfur dioxide (SO_2), hydrocarbons (HC), and particulate matter with a diameter of less than 10 microns (PM_{10}) as a result of diesel fuel combustion. PM_{10} also would be generated as a result of construction activities, such as excavation or soil movement.

Construction emissions during demolition, foundation excavation, and site grading could cause adverse effects on local air quality by adding wind-blown dust to the particulate matter in the atmosphere while soil is exposed. The BAAQMD, in evaluating air quality effects under CEQA, has developed an analytic approach that obviates the need to quantify these emissions. Instead, the BAAQMD has identified a set of feasible PM_{10} control measures for construction activities on sites less than four acres and for sites four acres or larger. The proposed project site is approximately 3.14 acres. Implementation of the dust control measures identified in Mitigation Measure 1, Construction Air

Quality on p. 52 of this document, would reduce the air emission effects of construction activities to a less-than-significant level. The Project Sponsor would implement this mitigation measure; hence, the project would not cause significant construction-related air quality effects.

Area Air Quality. A nearby existing internet service exchange facility located at 200 Paul Avenue (Assessor's Block 5431A, Lots 1F and 1G) has been approved for expansion to include the lot adjoining 400 Paul Avenue (Assessors Block 5431A, Lot 14). The proposed expansion would include 17 emergency diesel generators that would be operated for reliability testing and emergency generation. The generators would use the Best Available Control Technology (as established by the BAAQMD) to address emissions of pollutants including, particulate matter, nitrous oxides, carbon monoxide, sulfur dioxides, and hydrocarbons. The proposed expansion would also include available "All Reasonable Risk Reduction Measures", which include low-particulate engines certified by the Environmental Protection Agency, use of diesel particulate filters and ultra-low sulfur diesel fuel, and elevation of stack heights. Both facilities, combined, would operate a total of 38 emergency back-up diesel fuel generators. Air quality effects that would be expected from use of diesel fuel generators at 200 and 400 Paul Avenue, including health risks to adjacent land uses associated with release of potentially toxic air emissions, were evaluated under a separate environmental review of the proposed expansion project. The analysis evaluated potential effects to both a residential receptor (i.e., residents of the adjacent residential area) and a workplace receptor (i.e., employees of nearby businesses). That analysis found that emission of criteria pollutants, specifically, hydrocarbons, nitrous oxides, and particulate matter were less than BAAQMD-established thresholds of significance, that carcinogenic risk from all projects with potential to generate diesel emissions was less than the 10-in-a-million risk threshold[18], and that potential chronic non-carcinogenic health risks resulting from emissions would be less than the Acceptable Exposure Level. Consequently, the air quality analysis concluded that the use of the diesel generators would not result in significant adverse air quality effects.[19]

---

[18] The proposed 400 Paul Avenue expansion and its cumulative impacts would result in a finite increase in the carcinogenic risk. At the point of maximum residential impact of the cumulative projects, the proposed 400 Paul Avenue Wave Exchange project will contribute a lifetime carcinogenic risk of 2.1 per million. The cumulative projects will contribute 8.1 per million at the point of maximum impact. For the purposes of comparison, estimated carcinogenic health risk due to toxic contaminants in the ambient air is greater than 500 per million. Most of this risk in the background air is due to diesel particulates and a majority of the emissions that are the source of the background risk levels are from mobile sources such as automobiles and trucks. Total carcinogenic risk due to other existing environmental factors is 400,000 per million.

[19] The Denali Group, 400 Paul Avenue Proposed Project, San Francisco, California, Diesel Engine Generators Air Quality Evaluation, Case No. 2000.1061ECK, September 6, 2001. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

Shadows. *Planning Code* Section 295, adopted in 1984, pursuant to voter approval of Proposition K, prohibits the issuance of building permits for structures over 40 feet in height that would cast new or additional shade or shadow on parks and open space under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission (between one hour after sunrise to one hour before sunset at any time of the year), unless the Planning Commission, in consultation with the General Manager of Recreation and Park Department and the Recreation and Park Commission, determines that the new/additional shade/shadow would not have a significant adverse impact on the use of such property. Bayview Playground, a public park, is directly east of the project site on Third Street between Armstrong Avenue and Carroll Avenue. This playground is under the jurisdiction of the Recreation and Park Commission, and thus the proposed project is subject to Section 295 of the *San Francisco Planning Code* regarding shadow on public open spaces.

A shadow analysis evaluated the project's shadow effects in the project vicinity.[20] The analysis found the proposed project building would add shade to Bayview Playground.

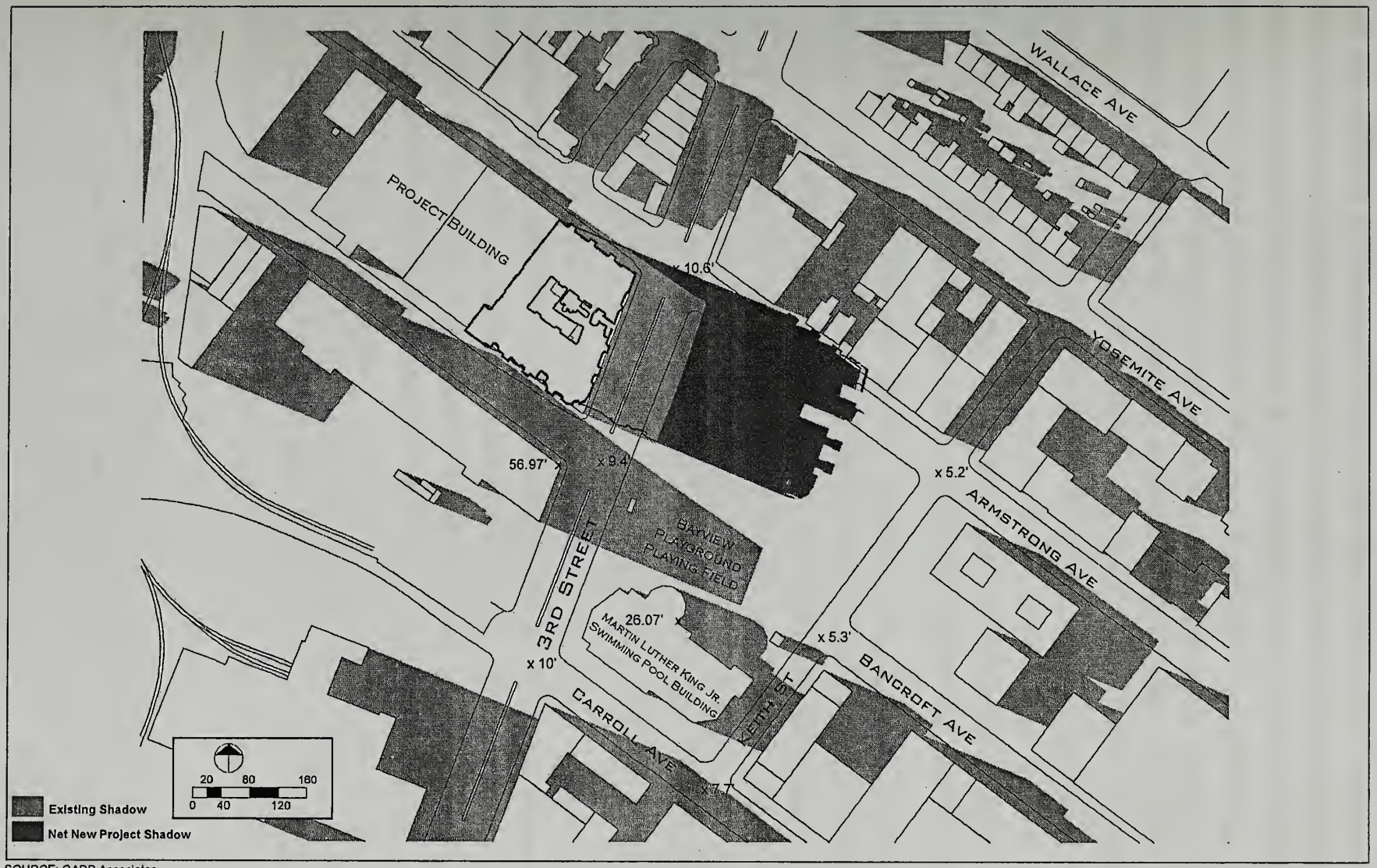
Bayview Playground consists of a playing field, a playground, and the Martin Luther King, Jr. swimming pool in the southern portion of the park. Bayview Playground is normally open during daytime hours. The proposed project would shade Bayview Playground, with new shade occurring from early February to late December, during the last 30 to 60 minutes before the period of one hour before sunset specified in *Planning Code* Section 295. The project would not add shade at any time before 3:30 PM; therefore, the shadow analysis focuses on afternoons. On most days, the proposed project would add shadow for one hour or less. One hour before sunset on these days would range from about 7:35 PM PDT in mid-June to 3:55 PM PST in mid-December. The maximum new shade on the park at one time would be on June 21 at around 7:35 PM when the project would shade about 31,865 sf of the 3.9-acre park at this time (see Figure 5). Total shading on that day would be about 18,445 square-foot-hours, from about 6:45 PM to 7:35 PM PDT.[21]

As discussed above, Section 295 of the *Planning Code* prohibits new shadow upon existing open spaces under the jurisdiction of the Recreation and Park Commission by any proposed structure exceeding 40 feet in height unless the new shadow is found to be less than significant by the San Francisco

---

[20] The shadow analysis is based on a study prepared by CADP Associates. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

[21] A square-foot-hour is new shade covering one square foot of open space for a total of one hour. The CADP analysis, cited in note 20, above, uses a computer model of shadow effects on open space, calculating square feet of coverage of new shadow at 15-minute intervals, by week. These calculations are then converted to annual increases in shading. The calculations are output in tables of new square feet of shade by time, which allows identification of the maximum coverage of the playground.



SOURCE: CADP Associates

5600 Third Street Residential and Commercial Mixed-Use Project

FIGURE 5: SHADOW PATTERNS - JUNE 21, 7:35 P.M. PDT

Planning Commission, in consultation with the General Manager of the Recreation and Park Department and the Recreation and Park Commission. In the past, new shadows have been found to be less-than-significant if they fall within cumulative limits established by the Recreation and Park Commission and the Planning Commission in their 1989 resolution which adopted a memorandum prepared by the Planning Commission and Recreation and Park Department Staff, in which shadow significance criteria and "absolute" cumulative limits are prescribed. The memorandum also discusses parks for which no specific cumulative limits were established. "Larger parks" were categorized as having areas greater than two acres, and may have up to one percent of additional shadow where existing shadow is less than 20 percent, and up to 0.1 percent of additional shadow where existing shadow is between 20 and 40 percent. For "smaller parks," with areas less than two acres, the standards prescribe no new shadow where the existing shadow exceeds 20 percent.

The Bayview Playground, at approximately 3.9 acres, is in the "larger park" category. No maximum cumulative limit of shadow has been established for this park. For purposes of evaluating the existing shadow on a Recreation and Park Department park/open space area, existing park buildings and the shade they create are disregarded. With this discount, the existing shadow on Bayview Playground is estimated to be about 5,979,295 square-foot-hours annually, or about one percent which is less than the 20 percent threshold for larger parks. Therefore, as a large park with an existing shadow load of lessthan 20 percent, new shade of one percent or less on an annual basis would not be considered an adverse effect.

The proposed project would add some shade to the northwesterly area of Bayview Park during most times of year, during the last hour before sunset. Those effects would range from about 400 sf of new shade in February and March, and in November and December, to the maximum new shade of 31,865 sf in mid-June, as noted above. This new shaded area of the park would be in the playing field. The playing field is currently underused because there are a limited number of residential uses in the area. (Park use would be expected to increase over time with new residential development in the vicinity.) The project would not add new shade during morning to mid-afternoon periods, and would not shade other areas of the park, such as the children's playground north of the pool building, at any time.

On an annual basis, the project would add about 3,034,800 net new square-foot-hours of shade to an existing total of about 625,232,885 square-foot-hours of sunlight, which would result in about 0.49 percent new square-foot-hours of shade on Bayview Playground. This would not exceed the standard of one percent new shade for parks larger than two acres with an existing annual shadow load

of less than 20 percent; hence, shadow from the project would not be considered a significant adverse impact on the use of Bayview Park. This finding is subject to a final determination by the Planning Commission, acting with the advice of the Recreation and Park Department and the Recreation and Park Commission.

The existing, one- to three-story buildings on the project site cast shadows on streets and sidewalks in the project vicinity. There is some existing shadow on the park in the late afternoon throughout the year, cast by the existing structure on the park site and surrounding structures, including the project site's existing buildings.

The proposed 5800 Third Street Residential Project, two blocks south of the subject proposed project and currently under review, would also add some shade to the southerly area of Bayview Playground. Those effects would range from about 150 sf of new shade in July and August to a maximum new shade of 16,213 sf in mid-October. This new shaded area of the Bayview Playground would primarily fall on the existing Martin Luther King Jr. swimming pool building. It would not add substantial shadow to the Bayview Playground playing field. The project would not add new shade during morning to mid-afternoon periods and would not shade other areas of the park, such as the children's playground north of the pool building, at any time. On an annual basis, the 5800 Third Street Residential Project would add about 1,065,148 net new square-foot-hours of shade, which would result in about 0.17 percent new square-foot-hours of shade on Bayview Playground. Together with the 5800 Third Street Residential project, cumulative new shade (including the proposed project) would be about 0.66 percent annually. This total would not exceed the standard of 1 percent new shade for parks larger than two acres with an existing annual shadow of less than 20 percent. Accordingly, the proposed project, in combination with the 5800 Third Street Residential Project, would not result in cumulative adverse shadow impacts on Bayview Playground.

Other project shading would not increase the total amount of shading above levels which are common and generally accepted in urban areas. Overall, the project would not be considered to create significant shadow effects.

Wind. In order to provide a comfortable wind environment for people of San Francisco, the Planning Department established specific comfort criteria to be used in the evaluation of wind generation associated with large buildings in certain areas of the City. Large structures affect street-level wind conditions. Such effects can occur when a new massive building extends above neighboring buildings, or creates a large high wall facing into prevailing winds. Such potential impacts can be reduced or avoided by building articulation, such that winds are not diverted to the street by a large, flat building

facade. Prevailing winds in the City are from the west and northwest. The proposed buildings would be approximately 50 feet tall and would not extend above surrounding structures, so that substantial wind effects would not occur. Typically, in San Francisco, buildings of 100 feet in height or less, surrounded by other comparable buildings, would not create adverse pedestrian wind conditions.[22] Therefore, the proposed project would not have a significant adverse impact on wind conditions.

7. Utilities/Public Services - Could the project:	Yes	No	Discussed
a. Breach published national, state or local standards relating to solid waste or litter control?	_	X	X
b. Extend a sewer trunk line with capacity to serve new development?	_	X	X
c. Substantially increase demand for recreation or other public facilities?	_	X	X
d. Require major expansion of power, water, or communications facilities?	_	X	X

The BVHP Redevelopment Projects and Rezoning Draft EIR contains an analysis of existing conditions of utilities and public services in the BVHP area, which includes the proposed project site.[23] The analysis found that the project site is well served by existing utilities and public services, including solid waste collection and disposal, wastewater collection and transfer, police and fire services, recreation and community services, and power, water, and communication facilities. Information provided in the analysis of the proposed project's effects on existing utilities and public services is summarized from the BVHP Draft EIR.

Solid Waste. In 2002, San Francisco generated a total of approximately 1,882,490 tons of solid waste, of which 702,012 tons (37 percent) were disposed of in the Altamont Landfill and about 1,180,478 tons (63 percent) were diverted from the solid waste stream through recycling, composting, reuse, source reduction, and other efforts. The City is expected to continue to lessen solid waste generation by achieving a recycling goal of 75 percent by 2010, as adopted by the Board of Supervisors in 2002.

The proposed project's residents and commercial occupants are expected to participate in the City's recycling and composting programs and other efforts to reduce the solid waste disposal stream. In addition, the Altamont Landfill is expected to remain operational for another 19 to 28 years, with an

---

[22] San Francisco Redevelopment Agency, Bayview Hunters Point Redevelopment Projects and Rezoning Draft EIR, Planning Department Case No. 1996.546E, October 19, 2004, p. III.G-3. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

[23] Ibid. P. III.O-28.

increase of 250 acres of fill area under an expansion plan. With the City's increased recycling efforts and the Altamont Landfill expansion, the City's solid waste disposal demand could be met through 2026, at the very least, once expansion of the Altamont Landfill occurs.

Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion in size and capacity, the impacts on solid waste from the proposed project would be less than significant.

Wastewater. The proposed project was included within the Bayview Hunters Point Redevelopment Projects and Rezoning estimates for anticipated wastewater demand generation. Project-related wastewater and storm water would flow to the City's combined storm water and sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into the Bay. The Bayview Hunters Point Redevelopment Projects and Rezoning Draft EIR concluded that at buildout in 2025, all development would generate approximately 940,336 gallons of wastewater per day, which would be within the expected growth projection for the City. During project occupancy and operations, the project would comply with all local wastewater discharge requirements. The proposed project would not require substantial expansion of wastewater treatment facilities nor an extension of a sewer trunk line.

Parks and Recreation. The addition of residents from the proposed project would likely increase the demand for park and recreation services and facilities. The proposed project would provide 8,000 gsf of private open space and 52,100 gsf of common usable open space for its residents. In addition, the existing Bayview Playground, which is under-utilized, would be available for use by the new residents. Hence, the proposed project would not result in a substantial increase in demand for additional parks and recreational facilities.

Police Protection Services. Development of the proposed project would add residential and retail/commercial/social service uses and residents, visitors, employees and customers to the project area. This increased intensity of uses and increased number of residents and visitors could potentially increase the service calls to the San Francisco Police Department (SFPD) and could require increased crime prevention activities and additional policing of the project area. The Mayor's 2004-2005 budget includes funding to hire 40 new police officers within the SFPD. Although it is currently unknown to which stations these new officers will be assigned, it is assumed that this increase and other potential increases in sworn personnel could be assigned to the Bayview Station. Since the Bayview Station, less than one-half mile from the project site, was constructed in 1997, this facility would be able to provide

the necessary police services and crime prevention programs for the project area, and in the future, provide adequate space for some of the additional sworn officers that could be needed in the proposed project area. Hence, the proposed project would have a less-than-significant impact on police services.

Fire Protection Services. The proposed project would increase the demand for fire protection services within the project area. The Bayview Hunters Point area is served by Division Three of the San Francisco Fire Department (SFFD). One of the most important criteria for effective firefighting is the response time needed to reach the site of a fire. The SFFD has stated that the existing fire protection services in the Bayview Hunters Point area are adequate. Existing stations are strategically located to ensure adequate service within the Bayview Hunters Point area. The nearest fire station, Station 17, which serves the project area is located at 1295 Shafter Street, about one mile from the project site.

In addition, the proposed project would be required to comply with all regulations of the 2001 California Fire Code, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems. Hence, the proposed project would have a less-than-significant impact on fire protection and emergency services.

Schools. The San Francisco Unified School District (SFUSD) provides school services to the Bayview Hunters Point area. Currently, the SFUSD has five elementary schools, two middle schools (one charter), and one high school that provide school services to Bayview Hunters Point area residents. The total capacity for SFUSD existing school facilities serving Bayview Hunters Point residents is 3,606 students. Total student enrollment for the 2003-2004 school year for schools within the SFUSD serving Bayview Hunters Point residents was 2,597 students. Therefore, the SFUSD's student enrollment was under capacity for this school year by 1,009 students, and it was operating at approximately 72 percent capacity. An estimated 1,248 students are anticipated to be generated under the larger Bayview Hunters Point Redevelopment Projects and Rezoning project, which includes the proposed project within its analysis. The addition of approximately 1,248 students within the SFUSD would increase enrollment in the schools serving the Bayview Hunters Point area to approximately 3,845 students, which could reach the existing capacity of these schools. However, the SFUSD anticipates a decrease in the student population over the next ten years, and new or expanded school facilities are not anticipated to be required as a direct result of new development activities in the Bayview Hunters Point area. With the anticipated increase in excess capacity throughout the SFUSD over the next ten years, impacts to school services are considered to be a less-than-significant impact.

Community Facilities. The addition of residents from the proposed project would increase the demand for library services and facilities and community centers. The Bayview/Anna E. Waden library branch is among a list of existing San Francisco library facilities that would be upgraded (under the Branch Improvement Library Program, voter-approved as Proposition A in 2000) and would be able to accommodate the increase in demand for library services in the Bayview Hunters Point area, including the proposed project demand. Proposed project residents would have a variety of community centers/facilities open to them at the project site and in its vicinity. The proposed project would provide a community room for senior residents. Bayview Hunters Point Community Improvement, Inc. provides a community service center southeast of the project site near the intersection of Third Street and Carroll Avenue. This facility provides mental health, substance abuse, youth, and legal services and violence and prevention and intervention services. The Young Community Developers, Inc. building located south of the project site at 1715 Yosemite Avenue provides employment and workforce development services. Additionally, the Bayview Hunters Point YMCA is about one-half mile to the north of the project site. This facility provides tutoring, mentoring, childcare services and sports programs.

Since proposed project residents would be able to access and use the upgraded library and various community facilities in the area, the proposed project's impacts on library services and community centers would be less-than-significant.

Energy. San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is thought to be that California does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission is currently considering (and has approved some) applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. New power-generating facilities may be completed and operational by the time the project is occupied. The project-generated demand for electricity would be negligible in the context of the overall consumer demand in San Francisco and the state. In addition, the project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the California Department of Building Inspection (DBI). Hence, the proposed project

would not, in and of itself, generate a significant demand for energy or a major expansion of power facilities.

Water. All proposed large-size projects in California subject to CEQA are required to obtain an assessment from a regional or local jurisdiction water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand. In May 2002, the San Francisco Public Utilities Commission (SFPUC) adopted a resolution finding that the SFPUC's Urban Water Management Plan (UWMP) adequately fulfills the requirements of the water assessment for water quality and wastewater treatment and capacity as long as a project is covered by the demand projections identified in the UWMP,[24] which included all known or expected development projects in San Francisco at that time through 2020. The Draft EIR for the Bayview Hunters Point Redevelopment Projects and Rezoning concluded that water demands in the plan area, which includes the proposed project, would be within the projections identified in the UWMP.[25] Therefore, the project would not substantially degrade water quality or supply.

Communication Facilities. The project area is an urban, developed area that is well served by existing communication facilities. Additional facilities would not be required as a result of project occupancy, as project residents would be served by existing communication facilities.

8. Biology - Could the project:	Yes	No	Discussed
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	_	X	X
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_	X	_
c. Require removal of substantial numbers of mature, scenic trees?	_	X	X

The project site is about one-half mile from the South Basin and over half a mile from Candlestick Point Recreation Area. It is currently occupied by vacant manufacturing and warehouse structures, and a storage and receiving yard. No special-status bird species are known to nest in the area. The project vicinity is an urban environment, and experiences high levels of human activities, and only common bird species are likely to nest in the trees. The proposed project would not substantially affect any rare

[24] City and County of San Francisco, Public Utilities Commission, Resolution No. 02-0084, May 14, 2002.

[25] San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Rezoning Draft EIR, Planning Department Case No. 1996.546E*, October 19, 2004, p. III.O-24. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

or endangered animal or plant species or habitat of such species, nor substantially diminish habitat for fish, wildlife or plants, or substantially interfere with the movement of migratory fish or wildlife species.

No street trees would be removed as part of the project; however, some mature trees in the site's landscaping on the Third Street frontage would be removed during site preparation. Mature trees in the public rights-of-ways, i.e., sidewalks and along medians, within the project area are subject to the Urban Forestry Ordinance. The Project Sponsor would comply with the Ordinance.

9. Geology/Topography - Could the project:	Yes	No	Discussed
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	_	X	X
b. Change substantially the topography or any unique geologic or physical features of the site?	_	X	X

The Community Safety Element of the *San Francisco General Plan* contains an overall goal to protect or avoid loss of life and property for potential geology hazards, objects and policies to further the goal, and maps that show areas subject to potential geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element). The project site is also within an area of liquefaction potential (Map 4 in the Community Safety Element), a Seismic Hazards Study Zone designated by the California Division of Mines and Geology.

In San Francisco, unengineered artificial fill was used during the mid-19th century to reclaim property from the Bay. Natural drainages and tidal flats were also reclaimed with artificial fill, including the Hunters Point shoreline and South Basin areas.[26] Based on preliminary geotechnical investigations conducted for the proposed project, subsurface soil at the project site likely consists of about two to three feet of fill (described as clay and sandy clay) underlain by stiff to very stiff clay and dense to very dense sand.[27]

Due to the composition of the subsurface soil, the Department of Building Inspection (DBI) would, in its review of the building permit application, require the Project Sponsor to prepare a geotechnical

---

[26] United States General Services Administration, *San Francisco Federal Building Draft Environmental Impact Statement/Environmental Impact Report*, pp. 3.1-5 to 3.1-12, April 11, 1996. This study is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

[27] Treadwell & Rollo, *Preliminary Geotechnical Investigation, 5600 Third Street, San Francisco, California*, prepared for BRIDGE Housing Corporation, December 31, 2002. This study is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazards. To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when the DBI reviews the geotechnical report and building plans for the proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on the project site would be mitigated through the DBI requirement for a geotechnical report, and in its review of the building permit application pursuant to its implementation of the Building Code.

Excavation of the project is proposed to a maximum depth of approximately 7 feet to the bottom of the concrete mat foundation. The total excavation would be approximately 8,800 cubic yards. The project site and surrounding area are relatively flat. The project would not significantly alter the topography or otherwise affect any unique geologic or physical features of the site.

10. Water - Could the project:	Yes	No	Discussed
a. Substantially degrade water quality, or contaminate a public water supply?	_	X	X
b. Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	_	X	X
c. Cause substantial flooding, erosion or siltation?	_	X	X

Since the project buildings would require earth movement to a depth where groundwater could be present, groundwater samples were collected from three borings on the project site to test for contamination. Analysis of groundwater samples indicate that all results were below California Maximum Contaminant Levels (MCLs) for drinking water.[28] In addition, project-related wastewater and storm water would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. During project demolition, construction and occupancy, the project would comply with all local wastewater discharge requirements. Therefore, the project would not substantially degrade water quality.

[28] Treadwell & Rollo Environmental and Geotechnical Consultants, *Phase I and II Environmental Site Assessment of 5600 Third Street, San Francisco, California*, prepared for BRIDGE Housing Corporation, May 29, 2002. This study is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

The project would demolish the existing industrial buildings and paved yard area and construct a mixed-use eight-building development which would include residential and commercial uses. No use of groundwater currently exists on site. Potable water and sanitary sewer services are provided by the City and County of San Francisco. The proposed project would not substantially affect the area of impervious surface at the site or alter site drainage. Additionally, the proposed project is within the projections identified in the San Francisco Public Utilities Commissions' Urban Water Management Plan (UWMP), which adequately fulfills the requirements of the water assessment for water quality and wastewater treatment and capacity. Therefore, the proposed project would not substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge. However, an unused Underground Storage Tank (UST) is located near the project site and no information has been found regarding possible releases to soil or applicable DPH regulations. Implementation of Mitigation Measure 2: Hazardous Materials, would further reduce potential impacts to possible groundwater contamination.

A flowing artesian well, located in the southwest corner of the project site, is discharging water of unknown quality. Neither construction details nor the depth of the water source are known. If the water source supplying this well is contaminated, this contaminated water may be discharging to the surface and flowing to the sewer system. This well would be abandoned in accordance with applicable San Francisco Department of Public Health (DPH) requirements. Implementation of Mitigation Measure 2: Hazardous Materials, which discusses appropriate means for well closure, would reduce effects related to hazards to less-than-significant.

Any exposure of soil during site preparation would occur below street grade and would have low potential for substantial erosion or siltation. Furthermore, during construction, requirements to reduce erosion would be implemented pursuant to California Building Code Chapter 33, Excavation and Grading; and San Francisco Building Code Chapter 33, Site Work, Demolition and Construction. These erosion reduction measures would ensure protection of water quality.

Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not interfere substantially with groundwater recharge. In addition, since the project site is relatively level, there would be low potential for substantial flooding, erosion, or siltation resulting from the project. Therefore, the proposed project would not substantially degrade water quality.

11. Energy/Natural Resources - Could the project:	Yes	No	Discussed
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_	X	X
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_	X	X

The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection (DBI). Other than natural gas and coal fuel used to generate the electricity for the project, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource. See also the discussion of electricity use under Section 7. Utilities/Public Services on p. 39. Hence, the project would not cause a wasteful use of energy and would not have a significant effect on natural resources.

12. Hazards - Could the project:	Yes	No	Discussed
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	_	X	X
b. Interfere with emergency response plans or emergency evacuation plans?	_	X	X
c. Create a potentially substantial fire hazard?	_	X	X

A Phase I and a Phase II Environmental Site Assessment (ESA) were prepared for the project site in May 2002.[29] The findings of Phases I and II ESA are summarized in this section.

Hazardous Materials Use. The proposed project would involve the development of eight residential buildings with commercial uses, open space, and parking spaces, which would require relatively small quantities of hazardous materials for routine purposes. The development would likely handle common types of hazardous materials, such as cleaners and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Backup electrical generators, which may utilize diesel fuel, may additionally be located on the project site but would not likely contain such fuel in sufficient quantities to pose a significant hazard. Businesses are required by

[29] Treadwell & Rollo Environmental and Geotechnical Consultants, *Phase I and II Environmental Site Assessment of 5600 Third Street, San Francisco, California*, prepared for BRIDGE Housing Corporation, May 29, 2002. This study is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. For these reasons, hazardous materials use during project occupancy would not pose any substantial public health or safety hazards related to hazardous materials.

Soil and Groundwater. Historically, the project site was used for warehouse/factory facilities, and material equipment storage areas. The Phase I and Phase II ESA reports conducted for the proposed project lists current and past operations, reviews environmental agency databases and records, identifies site reconnaissance observations, summarizes potential contamination issues and identifies laboratory analyses and results.

Hazardous materials have previously been sorted and used on the site. Staining and cracks observed on the concrete floor suggested the potential for release of hazardous materials or petroleum products to the soil or groundwater. Artificial fill may be present at the site. Fill in the Bay Area, particularly that generated during the 1906 earthquake and fire, often contains lead in concentrations that classify the soil as a hazardous waste, or that require mitigation for site redevelopment. To address these concerns, soil samples were collected at various depths from eight soil borings and groundwater samples were collected from three borings. Soil study results did not exceed the United States Environmental Protection Agency (USEPA), Region 9, Preliminary Remediation Goals (PRGs) for residential soils nor California hazardous water levels. All detection of organic compounds and metals were below California Maximum Contaminant Levels (MCLs) for drinking water. All detected metal concentrations were below the residential PRGs. No organic contaminants were detected in soil samples.

A flowing artesian well is present in the southwest corner of the project site. Neither construction details nor the depth of the water source are known. If the water source supplying this well is contaminated, this contaminated water may be discharging to the surface at the site and flowing to the sewer system. This well would be abandoned in accordance with applicable San Francisco Department of Public Health (DPH) requirements. Implementation of Mitigation Measure 2: Hazardous Materials, which discusses appropriate means for well closure, would reduce effects related to hazards to less-than-significant.

Underground Storage Tanks (USTs). Historical data and site observations suggest the presence of an unused 3,000 gallon UST in the unpaved area adjacent to the site to the north, between the building and Armstrong Avenue. Although this UST is not within the property boundaries, it is clear that it was installed and operated by the facility. No information was found regarding possible releases to soil or

groundwater from this UST. If the UST is present, it would be removed in accordance with applicable DPH regulations. Implementation of Mitigation Measure 2: Hazardous Materials, which discusses appropriate means of UST closure, would reduce effects related to hazards to less-than-significant.

Asbestos. Asbestos-containing materials were found within existing structures that would be demolished as part of the project. These materials include floor tile, pipe insulation, and transit siding. Some roofing materials may also contain asbestos. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement. The authorities are to be notified ten days in advance of any proposed demolition or abatement work in accordance with state regulations.

BAAQMD notification includes: listing the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations and will inspect any removal operation upon which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement activities. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 sf or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest form, which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the DBI would not issue the required permits until the Project Sponsor has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

Lead-Based Paint. Lead-containing paints were identified in the warehouse/office building, and central machine plant on the project site. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead-based paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than 10 total sf of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the *US Department of Housing and Urban Development Guidelines* (the most recent guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the DBI of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; the anticipated start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property and the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner,

Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. Compliance with these San Francisco Building Code regulations and procedures would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance.

Fire Safety and Emergency Access. San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The proposed project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the permit review process. Conformance with these standards would ensure appropriate life safety protections for the residential structures. Consequently, the project would not create a substantial fire hazard nor interfere with emergency access.

13. Cultural - Could the project:	Yes	No	Discussed
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	_	X	X
b. Conflict with established recreational, educational, religious or scientific uses of the area?	_	X	_
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City *Planning Code*?	_	X	X

As part of the environmental review for the Bayview Hunters Point Redevelopment Plan, an archaeological resources investigation was conducted by David Chavez & Associates.[30] The following summarizes relevant archaeological information for the project site. Subsurface cultural record archival sources indicate the presence of Native American sites in the Bayview Hunters Point Redevelopment area. Numerous site-specific archaeological surveys have occurred throughout the area in more recent years, primarily as part of individual project proposals. In the last two decades, a significant concentration of prehistoric archeological sites has been discovered in reclaimed areas once

[30] David Chavez & Associates, *Archaeological Resources Investigations for the Bayview Hunters Point Redevelopment Plan, San Francisco, CA*, May 2004. This study is on file and available for public review by appointment at the San Francisco Redevelopment Agency, 770 Golden Gate Avenue, as part of File No. 1996.546E.

under Bay water. Although no prehistoric archaeological sites are known in the vicinity of the project site, the potential for discovering prehistoric cultural resources (beneath landfill and urban development) in this once highly favorable prehistoric setting is high.

Early maps indicate that the entire region was devoid of activity as late as 1852. However, by 1861, a lone structure stood at the northwest corner of Yosemite Avenue and Lane Street. However, there is no evidence that Hispanic-era structures or features associated with the Bernal family's[31] Rancho de Rincón de las Salinas y Potrero Viejo ever existed within the project area. Also during the early 1860s, the marshlands along the east side of present-day Third Street were partially reclaimed in order to create Bay View Park (1863-1890s) and its oval-shaped racetrack, both of which were bordered by Carroll Avenue, Third Street, Wallace Avenue and Hawes Street. During this time, horse-drawn railroad cars began running down present-day Third Street, carrying San Franciscans out to the racetrack.

The racetrack structures had been demolished by the turn of the twentieth century. The 1914 Sanborn Maps indicate that the project vicinity contained several 1- to 2-story, wood-framed dwellings scattered among and around vegetable gardens. By the late 1920s the present-day character of west of Third Street began to develop as a light-industrial region. By 1950, all of the gardens were gone and more than a dozen one- to three-story, wood-framed, reinforced-concrete or corrugated-metal light industrial buildings had been constructed west of Third Street. During the early 1960s, one- to two-story buildings were constructed across the newly-cleared or previously-vacant blocks between Keith and Jennings Streets. Over time, the blocks housed light industries, warehouses, and community service buildings.

The project site would be excavated to a maximum depth of approximately 7 feet, and approximately 8,800 cubic yards of soil would be removed. Historic or prehistoric archaeological resources, if encountered, could be damaged or destroyed prior to their evaluation. This would be considered a significant adverse impact.

Typical mitigation measures to reduce potential adverse impacts include cessation of the construction/excavation activities until the resource can be evaluated by a qualified archaeological consultant who would develop further measures as necessary to protect the resource. The Project

[31] Governor Jose Figueroa granted Rancho Rincón de las Salinas y Potrero Viejo to José Cornelio Bernal on October 10, 1839, making his family one of the first to settle in the area.

Sponsor would implement Mitigation Measure 3: Archaeological Resources, p. 54, in order to avoid any potential adverse impacts on subsurface cultural resources.

Historic Architectural Resources. Since an application for federal grant funding was filed for the senior affordable housing component of the proposed project, a historic resources evaluation was prepared pursuant to Section 106 of the National Historic Preservation Act (NHPA) to determine the historic significance of the existing structures on the project site and the effect of their demolition on surrounding historic resources. The Historic Resources Evaluation and Section 106 Documentation for 5600 Third Street concluded that the property does not appear to be eligible for listing on the National Register of Historic Resources.

Historic architectural resources in the Bayview Hunters Point area are primarily late nineteenth century residential buildings in architectural styles ranging from Queen Anne to Folk Victorian, with several examples of slightly later architectural trends such as Mediterranean and Moderne. Vernacular architectural styles are also represented in the project area. A survey prepared by Carey & Co. found 15 properties of historic interest in the survey area, which includes the project area. Three properties have a status code of "4", which indicates that the property may become eligible for the National Register as an individual property and/or as a contributor to a historic district if any of a number of criteria is met. Twelve properties have a status code of "5", which indicates that the property appears ineligible for the National Register as an individual property and/or as a contributor to an historic district; however, it still may be of local interest.

The project site currently contains about 110,700 sf of vacant manufacturing and warehouse structures that were operated by Kortick Manufacturing Company until they were sold to the San Francisco Redevelopment Agency in 2002. The property was built in stages between 1946 and 1966. There are currently four structures on the site. The building fronting Third Street is a warehouse and office. The central building is a machine shop with heat-treating furnaces. West of the machine shop is a small metal scaling building. Further west on the site is a metal products warehouse. Since the latest buildings are less than 50 years old and do not appear to be exceptionally important, the property only partially meets the age requirement for listing in the National Register.

In the evaluation of the property's integrity, few aspects of integrity remain at 5600 Third Street. Although the buildings are in their original location and they express an aesthetic or historic sense of a particular period of time, the setting has been compromised by newer development and the use of new materials. In addition, there are few architectural details, and the property does not appear to be directly associated with an important historic event or person. It does not appear to have made a

significant contribution to post-WWII industrial development. It also does not constitute an exemplary or high-style representation of the Art Moderne style, or yield important information about the past. Therefore, it does not appear to be eligible under the National Register's Criteria A through D.[32]

As part of the Section 106 review required for the project, an Area of Potential Effect (APE) was identified for purposes of identifying historic resources that may be affected by the proposed project. The demolition and subsequent loss of the existing structures at 5600 Third Street were found to not constitute an adverse effect under the NHPA. Also, the demolition was found to not adversely affect the setting of adjacent buildings.

As a result of the findings in the historic resources evaluation, the proposed project would have a less-than-significant effect on historic architectural resources.

NEIGHBORHOOD CONCERNS

Neighborhood concerns about the project are primarily centered on compatibility of the proposed land uses with existing nearby industrial uses, which has been addressed in Land Use on p. 13 of the Initial Study; and other topics, such as construction noise and construction air quality addressed on p. 28 and p. 30 of the Initial Study, respectively and Mitigation Measure 1. Additional concerns include the height of the proposed project and its effect on views (addressed in Visual Quality on p. 16 of the Initial Study), and potential loss of parking and traffic congestion with implementation of the proposed project (discussed in Traffic on p. 18 of the Initial Study and in Improvement Measure 1).

Conclusions

While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment. Mitigation Measures and Improvement Measures will be implemented as part of the proposed project.

[32] San Francisco Redevelopment Agency, *Bayview Hunters Point Redevelopment Projects and Rezoning Draft EIR*, Planning Department Case No. 1996.546E, October 19, 2004, p. III.J-8. This document is available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor.

OTHER - Could the project:	Yes	No	Discussed
Require approval and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from regional, state, or federal agencies?	X	_	X

The proposed project would require Department of Public Works approval of sidewalks on Bancroft Avenue and Third Street, and a Major Encroachment Permit for Mendell Street construction.

MITIGATION MEASURES		Yes	No	Discussed
1.	Could the project have significant effects if mitigation measures are not included in the project?	X	_	X
2.	Are all mitigation measures necessary to eliminate significant effects included in the project?	X	_	X

The following mitigation measures, all of which are necessary to reduce the potential significant impacts of the project, and the Transportation/Circulation Improvement Measure have been agreed to by the Project Sponsor in a letter signed and dated on April 15, 2005, which is part of the Project File No. 2003.0465E.

Mitigation Measure 1: Construction Air Quality

The Project Sponsor shall require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the Project Sponsor shall require the contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose. The Project Sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and to implement specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2: Hazardous Materials

In addition to local, state, and federal requirements for handling hazardous materials, USTs, and soil and groundwater containing chemical contaminants, the Project Sponsor shall enter into a remedial action agreement with the Department of Public Health, Environmental Services – Hazardous Waste Unit, pursuant to Health and Safety Code Section 101480 et seq. At a minimum, the Project Sponsor shall undertake the following work and any additional requirements imposed by the Department of Public Health under the agreement.

a. A Site Mitigation Plan shall be developed to address contaminated soil and/or groundwater, USTs or other hazardous materials identified during the Phase II investigation or subsequent demolition activities.

   If deemed necessary by the Department of Public health, all impacted materials shall be mitigated prior to construction. Soils with elevated lead concentrations shall be disposed of off-site in accordance with California hazardous waste disposal regulations (CCR Title 26) or shall be managed in place with supervision and approval of the San Francisco Department of Public Health, Environmental Services – Hazardous Waste Unit (SFDPH, EHS - HWU).

   The Phase II assessment requires the preparation of a Site Safety and Health Plan because contaminated soils and/or groundwater may be encountered; in addition to measures that protect on-site workers, the plan shall include measures to minimize public exposure to contaminated soils. Such measures shall include dust control, appropriate site security, restriction of public access, and posting of warning signs, and shall apply from the time of surface disruption through the completion of earthwork construction. The Site Mitigation Plan shall include soil sampling in the former galvanizing area on the site, to determine if contaminants may have entered the soil through unpaved floor areas, or an existing sump. If contamination is detected, and if deemed necessary by the SFDPH, EHS - HWU, impacted materials and hazardous waste shall be mitigated prior to construction.

b. Potential USTs at the project site shall be further evaluated using geophysical techniques and subsurface exploration, as appropriate. Any identified USTs shall be removed from the property and disposed of in accordance with applicable regulations. Soil beneath the UST shall be visually inspected for soil and/or groundwater contamination. If contamination is detected, the impacted materials shall be tracked and managed throughout the construction phase. If deemed necessary, impacted materials shall be remediated prior to construction.

c. The flowing artesian well located on the project site shall be removed in accordance with San Francisco Department of Public Health standards. The well removal work must be performed by a licensed well contractor (C-57 licensee). Permit applications for destruction of the well must be filled out by the responsible professional as completely as possible to facilitate permit processing. Once the application has been reviewed and approved by a professional inspector, the Permit to Destruct will be issued to the applicant. Once inspection has been performed, construction/destruction may begin. Destruction of the artesian well shall comply with standards contained in the current California State Department of Water Resources Bulletin 74 Water Well Standards (74-81 and 74-90).

d. All reports and plans prepared in accordance with this mitigation measure shall be provided to the San Francisco Department of Public Health, Environmental Services – Hazardous Waste Unit (SFDPH, EHS - HWU). and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed from existing buildings, and soil and groundwater analysis and other activities have been completed, as appropriate, the Project Sponsor shall submit to the San Francisco Planning Department and the SFDPH, EHS - HWU, (and any other agencies identified by the Department of Public Health) a report stating that the mitigation measure has been implemented. The report shall describe the steps taken to comply with the mitigation measure and include all verifying documentation. The report shall be certified by a Registered Environmental Assessor or a similarly qualified individual who states that all necessary mitigation measures have been implemented.

Mitigation Measure 3: Archeological Resources

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in the CEQA Guidelines, Section 15064.5(a)(c). The Project Sponsor shall distribute the Planning Department archeological resource ALERT sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The Project Sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the ALERT Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project head foreman and/or Project Sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the Project Sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the Project Sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the Project Sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a final archeological resources report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

IMPROVEMENT MEASURES

The Project Sponsor would implement the following improvement measures to diminish project environmental effects that were found to be less-than-significant.

Improvement Measure 1: Transportation/Circulation

a. The Project Sponsor would work with the Department of Parking and Transportation (DPT) to provide or designate one loading space for the retail/commercial/social service uses of the proposed project.

b. The Project Sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the DPT, the Fire Department, and the Planning Department to determine feasible traffic mitigation measures to reduce traffic congestion and pedestrian circulation impacts during construction of the project.

c. To minimize the impact of construction activities on MUNI bus stops and routes in the area, the Project Sponsor would coordinate with MUNI's Chief Inspector before construction.

MANDATORY FINDINGS OF SIGNIFICANCE	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	_	X	_
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_	X	_
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	_	X	X
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	_	X	_

ON THE BASIS OF THIS INITIAL STUDY:

_ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A MITIGATED NEGATIVE DECLARATION will be prepared.

_ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

DATE: April 15, 2005

Paul Maltzer
Environmental Review Officer
For
Dean L. Macris
Director of Planning